

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

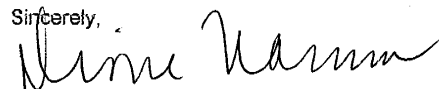
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Sincerely,



23852 PCH #912

90265

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P.O. Box 700
Malibu CA 90265

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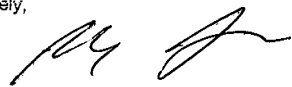
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Sincerely,


Ray Lindgren
12454 LO-156 AVE.
C.A. 90066

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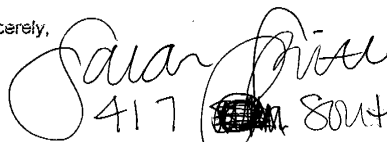

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417  South Hill St. #910
105 Angeles, CA 90013

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Sincerely,

Raula J. J. J.
1390 AVENIDA DE CORTES
PACIFIC PALMSIDES CA 90272

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Sincerely,

Susan Rinaldi Yaguel
1577 MONTE VIENTO DR
MALIBU CA 90265

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Sincerely,

Bill Anger
PO Box 6936
Malibu, CA 90264

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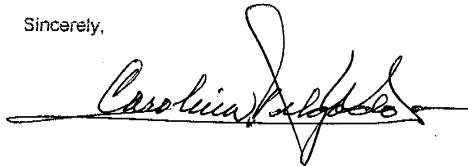
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Sincerely,

Kathy A. De
23852 Pacific Coast Hwy #681
Malibu, CA 90265

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Sincerely,

Miguel Becerra

7331 Independence Ave. Hq

La Jolla, CA 92037

All comments must be received
by 5 p.m. Pacific Time, May 12, 2006

P344

Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

I strongly oppose this project for so many reasons. air pollution, noise pollution, terrorist threat, threat to marine environment, adverse effects on elderly, children & families, dangers in the release of natural gas, alterations of recreation beach & boating. Not to mention the usual blight. Get serious about conservation. Reliance on foreign energy sources. We have just bought solar panels to reduce our energy consumption. This is a small step in a series of many that we can take before we resort to such a life threatening option "Better to be safe than sorry."

Nancy S. Shuman

P344-1

P344-2

P344-1

Sections 4.6.4 and 4.14.4 discuss the Project's potential air quality and noise impacts. Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks. Sections 4.7.4 discusses the Project's potential effects to the marine environment. Section 4.2 and Appendix C address public safety impacts. Sections 4.15.4 and 4.4.4 address recreational and aesthetics impacts.

P344-2

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

Section 3.3.1 addresses energy conservation, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as an alternative to the Project. Section 1.2 discusses dependence on foreign energy sources.

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): _____

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): _____

City (Ciudad): _____

State (Estado): _____ Zip Code (Código Postal): _____

email address (dirección de correo electrónico): _____

**Please provide written comments on the reverse
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma
 en la caja del comentario.**

**You may also address any written comments
 to the attention of:**

Dwight E. Sanders

California State Lands Commission
 Division of Environmental Planning and
 Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825

**Include the State Clearinghouse number:
 2004021107**

**Comments may also be submitted via email
 to: BHPRevisedDEIR@slc.ca.gov**

**Usted puede dirigir también cualquier
 comentario escrito a la atención de:**

Dwight E. Sanders

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 100 Howe Avenue, Suite 100-South
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30449 RCH
Malibu Ca
90265

P228

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Sincerely,

Steve [Signature]
23722 Harbor Vista Dr
Malibu, CA 90265

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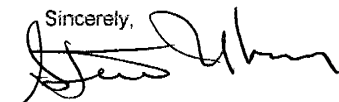
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23722 Harbor Vista DR
Malibu, CA 90265



Heal the Bay.

1444 9th Street
Santa Monica CA 90401

tel 310-451-1500
fax 310-496-1902

info@healthebay.org
www.healthebay.org

2006/G009

May 11, 2006

Dwight E. Sanders
California State Lands Commission
100 Howe Avenue
Suite 100 – South
Sacramento, CA 95825

Re: Revised Draft Environmental Impact Report for the Cabrillo Port Liquefied Natural Gas Deepwater Port, State Clearinghouse Number: 2004021107

Dear Mr. Sanders,

Heal the Bay is a non-profit environmental organization with over 10,000 members dedicated to making the waters of Southern California safe, healthy, and clean. Heal the Bay has actively worked to improve water quality and protect natural resources in the Santa Monica Bay and adjacent waters for over 20 years. We have reviewed the Revised Draft Environmental Impact Report (RDEIR) for the Cabrillo Port Liquefied Natural Gas Deepwater Port and find it inadequate in several areas, including the discussion of impacts to water quality and marine biological resources. Furthermore, the RDEIR fails to sufficiently address many of the concerns raised in our previous comment letter on the previous Draft Environmental Impact Statement for the Cabrillo Port Project. The RDEIR should not be approved until it adequately characterizes and addresses all of the environmental impacts associated with the proposed project.

Below, we have set forth several specific concerns regarding the RDEIR. We appreciate the opportunity to offer these comments.

1. The RDEIR fails to adequately address many of Heal the Bay's comments on the previous draft EIR.

In our previous comment letter, submitted on December 20, 2004, on the preceding Environmental Impact Statement (Docket Number: USCG-2004-16877), Heal the Bay identified numerous inadequacies concerning the environmental analysis. Many of our comments were insufficiently addressed, or completely ignored in the RDEIR. This failure to consider our valid comments contributes to the deficiency of the current RDEIR. These comments, as detailed below, must be adequately addressed before the proposed project moves forward.

- a) *The RDEIR inappropriately dismisses construction-related impacts as short-term and localized*

The RDEIR depicts the construction-related impacts of the proposed project as short-term, but provides no adequate reference for this statement. Specifically, it dismisses the

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Heal the Bay and Santa Monica Baykeeper submitted a comment letter during the public comment period for the October 2004 Draft EIS/EIR. Responses to the comments from that letter are identified in this document as 2004 Comment Letter G525.

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Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

G009-3

Impact BioMar-1 in Section 4.7.4 contains updated information supporting the conclusion of short-term rather than long-term impacts from construction. The conclusion of short-term impacts is based upon the short life cycles noted for most species in marine benthic communities worldwide rather than site-specific parameters. Therefore, although the studies cited to support this conclusion are not specific to marine waters off the coast of California, they are considered applicable to this impact analysis.

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As discussed, the route of the proposed offshore pipelines traverses dense sand and silty sand in the nearshore areas, sandy silts and silts near the shelf edge, and fine grain to clays on upper ridge slopes. The FSRU would be located in an area containing a thin clay layer overlying hard or dense turbidite deposits (Fugro 2004). Fine sands will settle approximately 1 meter (3.3 feet) in just a few minutes (or at a rate of approximately 0.6 cm/sec [0.02 feet/sec]), depending on grain size, and fine silts will settle at a rate of 1.2 meters (4 feet) per day or approximately 0.00139 cm/sec [0.000046 feet/sec] (USACE San Francisco District and Port of Oakland 1998). Clays would remain in suspension longer than the fine silts.

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Recent analyses of turbidity plumes from burial of pipelines, which would likely have far greater impacts on water quality and marine life than the proposed action for Cabrillo Port, have concluded that adverse impacts from jetting/trenching would be short-term and minor (MMS 2006, USCG and MARAD 2006a, USCG and MARAD 2006b). A review of recent NEPA documents that have analyzed projects for which offshore pipelines would be installed in waters deeper than 200 ft (61 m) and would not require burial has shown that either turbidity impacts from laying a pipeline on the seafloor were not analyzed (MMS 2006) or that turbidity was considered a short-term minor adverse impact on water quality and marine life (USCG, MARAD and MEOEA 2006). Assuming that the bottom currents would serve to quicken settling of re-suspended

sediments, there is no reason to believe that proposed pipeline installation activities for Cabrillo Port would be any different than these other pipelines.



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impacts as insignificant due to an expected 12 month recovery period cited by a previous study performed in the North and Irish Seas. However, no justification is provided for using this study which may not be applicable to this region or the Pacific Ocean.¹ We raised this concern in our previous comment letter; yet, the RDEIR still fails to explain how this study is relevant and appropriate, and why recovery rates are expected to be similar given the different biota and oceanographic and climactic conditions found between the North Sea and the proposed project site. Furthermore, despite our previous comments, the RDEIR still fails to provide a comprehensive monitoring plan to evaluate the construction-related impacts on marine populations and to monitor recovery of these populations following construction. Without monitoring the impacts on benthic and demersal fish and invertebrates, as well as benthic infauna from construction, these impacts cannot be verified as either short-term and/or localized. At the very least, a monitoring plan must be included to ensure that there are no long-term or lasting adverse impacts.

b) The RDEIR fails to discuss mitigation measures for project operation during the gray whale migration

Our previous comment letter raised concerns that the environmental analysis did not adequately address how impacts to marine mammals, specifically gray whales, would be avoided and/or minimized. Although the RDEIR proposes to avoid offshore construction during gray whale migrations, it does not sufficiently address this concern as it fails to propose actions to minimize the impacts operational activities may have on gray whales during the migration. The proposed project would substantially increase vessel traffic in the area and could interfere with gray whale migration that is known to occur within the proposed project area and associated shipping lanes. The RDEIR cannot simply ignore operational impacts. It must address and plan for the risks imposed on the gray whale migration during project operation.

c) The RDEIR inappropriately limits burial of sessile marine biota to direct pipeline impacts

While this concern was raised in our previous comment letter, the RDEIR continues to limit the scope of its analysis of impacts of resuspended sediments from construction-related activities to local and temporary impacts without providing suitable justification. Additionally, the analysis erroneously limits the area of impact to the pipeline footprint. The RDEIR must also account for sedimentation resulting from installation of the pipeline along the seafloor. Although the RDEIR addresses the potential effects of suspended sediments (e.g. reduction of light penetration, discoloration of surface water, alteration of ambient water chemistry, and interference with filter-feeding benthic organisms), there is no discussion of the fate and transport of these suspended sediments,

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MM WAT-3a in Section 4.18.4, MM BioMar-3b and MM BioMar-5b in Section 4.7.4, and AM TerrBio-2b in Section 4.8.4 contain information on monitoring plans.

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AM BioMar-9a in Section 4.7.4 addresses this topic.

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Impact BioMar-1 in Section 4.7.4 has been revised to include a more detailed discussion of this topic.

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¹ Lindebroom, H., and de Groot S., 1998. Impact-II, The effects of different types of fisheries on the North Sea and Irish Sea Benthic Communities. NOIZ-Rapport 1998-1, RIVO-DLO Report C003/98.



and no basis is provided for the assertion that the impacts would be temporary and highly localized. Without such an analysis, the evaluation of potential impacts is inadequate.

d) The RDEIR does not provide any details for mitigation plans

The previous comment we raised regarding the need for specifically outlined mitigation plans was entirely ignored in the RDEIR. Various mitigation and avoidance plans are mentioned throughout the RDEIR; however, no detail for these plans is provided. Without adequate detail, the effectiveness of these plans to avoid, minimize, and/or mitigate for impacts cannot be evaluated. For example, it is impossible to determine if the "lighting plan" will sufficiently meet the goals listed in the RDEIR (p. 4.7-52) because no lighting plan is actually provided. Instead, the RDEIR defers the development of this critical component to "...60 days prior to the construction."² It is essential that all management and mitigation plans be provided in the environmental review stage of the project to ensure that all impacts are accurately disclosed and all avoidance and mitigation plans are in place available for public review and comments.

2. Impacts due to impingement and entrainment of marine organisms are substantially mischaracterized

Our previous comment letter addressed the need for a localized impingement and entrainment study at the proposed project site to characterize impacts to marine life. We appreciate the effort to analyze the impacts of the proposed project on ichthyoplankton; however, the impact analysis provided (Appendix H1) is unfortunately deficient and misleading.

Recent evidence indicates that impingement and entrainment losses from coastal power plants can significantly impact marine fish and invertebrate populations.^{3,4} Furthermore, zooplankton have decreased by almost 80% in the waters off southern California in the past several decades.⁵ The proposed project is projected to withdraw 10.4 million gallons per day (MGD) of seawater and associated marine life for ballast, generator cooling, desalination, fire suppression, and other uses. The RDEIR further states that any entrained or impinged organisms will suffer 100% mortality as a result of this uptake and use. Yet, the ichthyoplankton impact analysis conducted in Appendix H1 severely underestimates the total plankton, egg, and larval mortality due to impingement and entrainment from the proposed project.

² State Lands Commission, March 2006. Revised Draft Environmental Impact Report for the Cabrillo Port Liquefied Natural Gas Deepwater Port, p. 4.7-52.

³ California Energy Commission, 2005 Staff Report: Issues and Environmental Impacts Associated with Once-Through Cooling at California's Coastal Power Plants, CEC-700-2005-013-AP-A005

⁴ Tenera Environmental Services, 2001. Morro Bay Power Plant Modernization Project. 316(b) Resource Assessment. Prepared for Duke Energy Morro Bay, LLC.

⁵ Roemmich, D. and McGowan, J., 1995. Climatic warming and the decline of zooplankton in the California Current. *Science*. 265:1324-1326.

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Mitigation measures for each significant impact are stipulated throughout the EIS/EIR and those that require future products, e.g., the Biological Resource Mitigation Implementation and Monitoring Plan, contain a listing of topics that must be addressed. These requirements are performance standards by which such plans would be evaluated when it is practical to prepare them. Under the CEQA, mitigation measures "may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specific way." (State CEQA Guidelines section 15126.4(b)). NEPA does not require performance measures for proposed mitigation but only requires mitigation measures to be identified (40 CFR 1502.14(f) and 1502.16(h)).

The lead Federal and State agencies share the responsibility to ensure that mitigation measures are implemented. Table 6.1-1 in Chapter 6 is the basis for the Mitigation Monitoring Program, which would be implemented, consistent with section 15097(a) of the State CEQA Guidelines, to ensure that each mitigation measure is incorporated into Project design, construction, operation, and maintenance activities.

Section 4.2.5 contains information on liability in case of an accident and reimbursement for local agencies.

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The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. A closed loop tempered water cooling system, which recirculates water, would be used instead of a seawater cooling system, except during annual maintenance (four days for the closed loop tempered water cooling system, and four days for the Moss tanks when the inert gas generator [IGG] would be operating).

Because seawater would only be used as non-contact cooling water during these maintenance activities, the volume of seawater used would be greatly reduced. Seawater would also be used for ballast. Section 2.2.2.4 describes the proposed seawater uptakes and uses for the FSRU. Appendix D5 describes seawater intakes and discharges during Project operations, and Appendix D6 describes the closed loop water system and provides thermal plume modeling analysis of discharges from the backup seawater

cooling system.

The ichthyoplankton analysis (Appendix H and within Section 4.7) has been revised to reflect current intake volumes. Tables 4.7-8a and 4.7-8b in Section 4.7 provide a summary of the seawater uptakes required for operation of the FSRU and LNG carriers that were evaluated in the ichthyoplankton impact analysis.

The ichthyoplankton analysis assumes a 100 percent mortality rate to present a worst case scenario to avoid underestimating the impact.



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In our previous comment letter, we emphasized the clear need for a site-specific impingement and entrainment study for this project. Although the RDEIR attempts to include an analysis in Appendix H1, this study still fails to provide a site-specific impact analysis. Instead, the ichthyoplankton impact analysis in Appendix H1 utilizes a completely unrepresentative large study area of approximately 15,000 nm² to characterize the density of eggs and larvae that could be impacted by impingement and entrainment from the proposed project. A much smaller study area is called for here.

Coastal power plants are also known to cause damage to marine life due to impingement and entrainment and are required by Clean Water Act section 316(b) to conduct site-specific analyses of these impacts. Many of these facilities along the coast of California are appropriately using much smaller study areas to examine their potential impacts. For example, the sampling locations for impingement and entrainment studies underway at Redondo Beach Generating Station are all within 2 miles of the intake pipe. Conversely, none of the sampling locations used to estimate impingement and entrainment impacts from the proposed project are within 2 miles of the floating storage and regasification unit (FSRU). The nearest sampling locations used for the ichthyoplankton impact analysis in Appendix H1 are over 15 nm away from the proposed project site, and some sites are as far off as 100 nm. The results of this analysis are necessarily diluted by the unrepresentatively large study area and thus do not accurately reflect site-specific impingement and entrainment impacts of the proposed project. This type of analysis is crucial to effectively determining and evaluating potential impacts.

Worse yet, the RDEIR writes off the recommendation, provided by both Heal the Bay and the California Coastal Commission in previous comment letters, to conduct primary, site-specific impingement and entrainment analyses. The RDEIR specifically states, "Point-in-time ichthyoplankton sampling at the Project site would result in a very short-term data set, potentially representing as little as one or two seasons and at the most a full year of data...and could potentially produce erroneous results if they were influenced by any relatively short-term phenomenon, such as El Nino/La Nina weather patterns or other localized marine or weather patterns"⁶ Although this statement raises potential limitations of a site-specific study, the effects of these limitations are far outweighed by the benefits of a site-specific study. This is not a valid justification for not doing a more representative site-specific analysis. Many short-term studies are conducted in the marine environment. The data from these studies may not have as much scientific rigor as long-term studies, but by making and clearly stating educated assumptions and addressing oceanographic and climactic variables in the analysis, short-term studies can provide useful information. Additionally, many studies underway at coastal power plants in California for compliance with Clean Water Act section 316(b) span only a two year time frame. Although short-term, these studies were designed by professional consultants and approved by Regional Water Quality Control Boards and will provide much needed information on entrainment and impingement. It is utterly inappropriate to write off a

⁶ State Lands Commission, March 2006. Revised Draft Environmental Impact Report for the Cabrillo Port Liquefied Natural Gas Deepwater Port, Appendix H1, p 4.

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Site-specific data are not available. After consultation with NOAA and marine biology experts, the use of the CalCOFI database was determined to be appropriate for the purposes of the analyses contained in this EIS/EIR. CalCOFI surveys have been consistently collected over a period of time and are the best scientific data currently available.

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Federal guidance regarding the level of information required under NEPA is provided in 40 CFR 1502.22(b), which states that the EIS must include: (1) a statement that such information is incomplete or unavailable; (2) a statement of the relevance of the incomplete or unavailable information to evaluating reasonably foreseeable significant adverse impacts on the human environment; (3) a summary of existing credible scientific evidence which is relevant to evaluating the reasonably foreseeable significant adverse impacts on the human environment, and (4) the agency's evaluation of such impacts based upon theoretical approaches or research methods generally accepted in the scientific community.

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The State CEQA Guidelines discuss forecasting in section 15144: "Drafting an EIR or preparing a Negative Declaration necessarily involves some degree of forecasting. While foreseeing the unforeseeable is not possible, an agency must use its best efforts to find out and disclose all that it reasonably can." Section 15145 of the State CEQA Guidelines states, however: "If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact."

The document conforms to the above requirements.

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The source water body area was identified as a result of consultation with experts (summarized in Section 4.1 of Appendix H1 and in Appendix H1.1), who acknowledged that the methods described in Appendix H1 to identify the source water body were reasonable.

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The USEPA has indicated in its draft NPDES permit that monitoring will be required. Monitoring at the site will result in site-specific data for subsequent review by regulatory agencies. In addition, the ichthyoplankton analysis (Appendix H1 and within Section 4.7) has been revised to reflect current intake volumes. See the response to the preceding comment. While not specifically required, the lead agencies have caused several original studies, such as the

ichthyoplankton analysis, to be prepared to enhance the analysis of the potential environmental impacts of the proposed Project. However, as provided by section 15204, State CEQA Guidelines, "CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors."



site-specific entrainment and impingement study at the proposed project site due to time constraints.

Furthermore, the data used for the ichthyoplankton impact study in Appendix H1 also are not representative of the type or density of organisms that will be entrained and impinged by the proposed project. The analysis uses data sets from the CalCOFI database that are largely collected from offshore sampling locations. Some samples are from as far offshore as 100 nm, while the FSRU is proposed to be located only 12nm offshore. These data sets also include data from vertical sampling to depths of over 600 ft. However, the seawater intakes for the proposed project are estimated to withdraw water from depths of only 43-45 ft. Plankton densities tend to be greater in shallow and nearshore waters, and the species of plankton offshore are typically different than those found nearshore.^{7,8,9} Thus, the densities based on CalCOFI data sets used in the ichthyoplankton impact analysis are likely to underestimate and mischaracterize ichthyoplankton at the proposed project site. Clearly, a site-specific analysis is still needed to determine the impacts of impingement and entrainment by the proposed project.

3. The RDEIR underestimates and mischaracterizes impacts on sea turtles and marine mammals.

The RDEIR also mischaracterizes the potential impacts on sea turtles and marine mammals. Table 4.7-6 in the marine biological resources chapter documents the presence/absence of threatened and endangered sea turtles in or near the proposed project site, but falsely reports that all four species of sea turtles (loggerhead, green, olive ridley, or leatherback) could potentially occur in the area are not present. The RDEIR also claims that northern elephant seals are not reported near the proposed project site.¹⁰ The Southwest Regional Office of the National Marine Fisheries Service (NMFS), however, has documented impacts to large marine organisms from power plants along the southern California coast using voluntarily reported data. For instance, from 1998-2004, Ormond Beach Generating Station, located adjacent to the proposed project, documented its take of one green sea turtle, two northern Elephant Seals, 17 Harbor Seals, and 22 California Sea Lions.¹¹ These data refute the RDEIR's statement that green sea turtles and northern elephant seals are absent ocean waters near the project site. Tables 4.7-6 and 4.7-4 should be updated to reflect NMFS' documentation of these species near the proposed project site.

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Section 4.7.4 has been updated with the most recent available information on marine biological resources.

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⁷ Gruber et. al., 1982. Distribution of ichthyoplankton in the Southern California Bight. CalCOFI Rep., vol. 23:1972-1979.

⁸ Moser, G. and Pommeranz, T. (1999). Vertical distribution of eggs and larvae of northern anchovy, *Engraulis mordax*, and of the larvae of associated fishes at two sites in the Southern California Bight. Fishery Bulletin vol. 97:920-943

⁹ Bob Warner, pers. comm. April 6, 2006.

¹⁰ State Lands Commission, March 2006. Revised Draft Environmental Impact Report for the Cabrillo Port Liquefied Natural Gas Deepwater Port, Table 4.7-4

¹¹ National Marine Fisheries Service Stranding Network (June 2005).



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The RDEIR also mischaracterizes the presence of many other species of marine mammals near the project site. Specifically, tables 4.7-3, 4.7-4, and 4.7-5 list offshore bottlenose dolphin, northern right whale dolphin, short-finned pilot whale, northern elephant seal, and blue whales as species not reported in areas near the project site. Yet, the presence of these species has in fact been documented by marine mammal surveys in the region.¹² The potential occurrence of these species near the proposed project site must also be updated to reflect these surveys. Additionally, blue whales and humpback whales travel through this area seasonally for feeding, and are not “unlikely” to be present in this region as claimed by the RDEIR.¹³ Instead, the potential occurrence of these species should be listed as “possible” to reflect their seasonal presence.

4. The RDEIR ignores Clean Water Act section 316(b) regulations pertaining to cooling water intake structures

Both the marine biological resources and water quality chapters of the RDEIR fail to discuss methods for compliance with Clean Water Act section 316(b), which regulates cooling water intake structures. Clean Water Act section 316(b) requires that the best technology available be used for the location, design, construction, and capacity of cooling water intake structures in order to minimize adverse environmental impacts. The US EPA is in the process of developing regulations for Phase III facilities, which include offshore and coastal oil and gas extraction facilities that are designed to withdraw at least two MGD of seawater. California is also in the process of developing a statewide policy to implement the federal 316(b) requirements, and is expected to issue a draft policy by the end of the summer.¹⁴

The RDEIR is not complete without considering these requirements, as they are intended to address adverse impacts and they are likely to be finalized before construction is complete. The proposed project estimates that 6.34 MGD of seawater will be used for generator cooling.¹⁵ The proposed project also expects that this seawater intake will cause 100% mortality to plankton, larvae, and fish eggs due to entrainment and impingement.¹⁶ The new regulations are expected to mandate a lower mortality limit.¹⁷ Thus, Tables 4.7-7 and 4.18-8 of the marine biological resources and water quality chapters outlining major laws, regulatory requirements, and plans should include Clean Water Act section

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Section 4.7 contains updated stock assessments for marine mammals in the Project vicinity according to the latest available information from NOAA. In addition, marine mammal experts (see Appendix I) have been consulted regarding potential impacts and mitigation, and based upon their expertise, text in Section 4.7 has been clarified.

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The USEPA has determined that the Clean Water Act section 316(b) does not apply to LNG import facilities. See Table 4.18.8 and Section 4.18.2. In its Technical Development Document for the Final Section 316(b) Phase III Rule, the USEPA states that since there will be a limited number of LNG import facilities that will be built, a national categorical rulemaking is not required. "Consequently, EPA decided not to establish national categorical requirements for new offshore LNG import terminals in the final Phase III rule. Instead of national categorical impingement and entrainment control requirements for existing and new offshore LNG import terminals, permit writers must impose impingement and/or entrainment controls under Section 316(b) on cooling water intake structures at LNG import terminals on a case-by-case basis using their best professional judgment."

In the draft NPDES permit, the USEPA Region 9 determined that the cooling water intake structure must be designed to ensure a maximum through-screen design intake velocity not to exceed 0.5 feet per second. According to the draft NPDES permit fact sheet, USEPA Region 9 "believes that a maximum through-screen design intake velocity not to exceed 0.5 feet/second is an appropriate impingement control requirement for this proposed permit." The Applicant has modified the Project to comply with this requirement.

¹² Bearzi, M. 2003. Behavioral ecology of the marine mammals of Santa Monica Bay, California. Ph.D. Dissertation, University of California, Los Angeles

¹³ Bearzi, M. pers. comm. May 2, 2006.

¹⁴ California State Water Resources Control Board: <http://www.swrcb.ca.gov/npdes/cwa316.html>; California Ocean Protection Council, Resolution of the California Ocean Protection Council Regarding the Use of Once-Through Cooling Technologies in Coastal Waters: http://resources.ca.gov/copc/docs/060418_OTC_resolution_LH2_adopted_2006-4-20.pdf

¹⁵ State Lands Commission, March 2006. Revised Draft Environmental Impact Report for the Cabrillo Port Liquefied Natural Gas Deepwater Port, Appendix H1, Table 1a, p. H1.2-1.

¹⁶ State Lands Commission, March 2006. Revised Draft Environmental Impact Report for the Cabrillo Port Liquefied Natural Gas Deepwater Port, Appendix H1, p. 16.

¹⁷ USEPA, Draft Clean Water Act 316(b) regulations for phase III facilities, <http://www.epa.gov/waterscience/316b/ph3.htm>



316(b) as well as discussion of how the proposed project will expect comply with these forthcoming regulations.

5. The impacts due to accidental release of pollutants are mischaracterized and do not meet water quality standards

The RDEIR states that impacts from accidental discharges of petroleum, sewage, gray water, deck drainage and other contaminants during construction and installation are temporary and insignificant. It also assumes that any potential spill would be “small and infrequent” and only result in “localized” impacts, but provides no justification for ignoring the possibility that the proposed project may cause large and/or frequent spills.¹⁸ Large contaminant spills would have significant adverse effects on water quality and marine biological resources and must be considered in the impact analysis.

The RDEIR also underestimates the volume of sewage that will be generated on board the FSRU. Based on US Navy and EPA calculations of sewage generation rates, the FSRU underestimates its generation of sewage by a factor ranging from 1.7 to 3.3.¹⁹ Moreover, the RDEIR fails to consider additional volumes of sewage and other pollutants from gray water, bilge water, and deck drainage from the LNG carriers and supply vessels that service the FSRU. The cumulative impacts of the vessel discharge associated with this project could be significant and must be given due consideration.

6. The RDEIR fails to acknowledge impending regulations for impaired waterbodies in the proposed project area

As acknowledged by the RDEIR, the proposed project area contains several impaired waterbodies, including Ormond Beach, the Santa Clara River and Calleguas Creek. The Los Angeles Regional Water Quality Control Board is responsible for developing Total Maximum Daily Loads (TMDLs) for these impaired waterbodies which will determine the amount of a pollutant that can be received by each waterbody without exceeding water quality standards. The Regional Board is currently in the process of approving a TMDL for metals for Calleguas Creek, which should be in effect by this fall. In addition, the Regional Board is expected to develop TMDLs for the other impaired waterbodies in the near future. As these TMDLs may be adopted for the impaired waterbodies in the project area before construction begins on the proposed project, the RDEIR must recognize that adoption of TMDL requirements may necessitate revisions to permits, discharge limitations, and/or Best Management Practices for the proposed project.

¹⁸ State Lands Commission, March 2006. Revised Draft Environmental Impact Report for the Cabrillo Port Liquefied Natural Gas Deepwater Port, p. 4.18-22.

¹⁹ US Navy and US EPA, January 21, 2004. Summary Notes Cruise Ship Roundtable. http://www.oilspilltaskforce.org/docs/meeting_notes/SummaryNotesCruiseshipRt2.pdf

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Impacts WAT-5a and WAT-5b in Section 4.18.4 have been updated and contain additional information on potential accidental discharges. There is no reason to assume that large, frequent spills would occur during installation and construction. For example, all vessels would have to comply with the applicable international, Federal, State, and local laws and regulations, which are designed to prevent spills. CSLC monitors would oversee construction and installation. If a spill were to occur, the Applicant would have to report it immediately to the proper authorities and clean-up procedures would be initiated immediately. Noncompliance would result in violations and fines.

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Section 2.2.2.6 and Impact WAT-5a in Section 4.18.4 have been revised to provide a more detailed explanation of discharges of treated black water from the FSRU. A USCG-approved Marine Sanitation Device (MSD) on the FSRU would use a sewage digester to reduce the black water volume. The MSD would generate approximately 85 to 90 gallons per day of treated black water and 55 to 60 gallons of sludge per day. The sludge would be packaged and transported offshore for proper disposal. The monthly discharge of treated black water would not exceed 2,642 gallons per month under the FSRU's NPDES permit.

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The document assumes that the Applicant would operate the equipment on the FSRU correctly and must comply with the stipulations of the NPDES permit. Any release of black water in excess of the NPDES permitted quantities would result in a violation.

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All construction vessels and Project support vessels over 300 gross tons are prohibited by the California Clean Coast Act from discharging oily bilgewater, gray water, or sewage within 3 miles of the coastline. All vessels equipped with toilets are required to install a marine sanitation device (MSD). However, the MSD requirements do not apply to gray water, and do not apply beyond the 3-mile limit, where it is legal to discharge black water and gray water under Federal law. Impact WAT-5a in Section 4.18.4 discusses the potential water quality impacts from Project vessels. Impacts from LNG carriers in transit are not evaluated because they must adhere to all MARPOL regulations in this regard.

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As stated in Section 4.18.2, the Applicant would have to adhere to TMDL requirements.



7. The RDEIR fails to state how the proposed project will comply with regulatory requirements in the marine biological resources and water quality sections

While the regulatory setting section in the water quality and marine biological resources chapters of the RDEIR outlines major laws, regulatory requirements, and plans in Tables 4.7-7 and 4.18-7, in many cases the RDEIR fails to state how the proposed project will comply with these requirements. For example, these Tables include reference to the MARPOL Annex V prohibition against dumping garbage at sea, yet the RDEIR does not delineate how the proposed project, in both construction and operational phases, will manage trash. Additionally, the RDEIR fails to confirm that the FSRU or associated LNG carriers and supply vessels will comply with this regulation. Similarly, Table 4.7-7 in the marine biological resources chapter lists the Marine Plastic Pollution Research and Control Act, which implements MARPOL Annex V, but Table 4.18-7 in the water quality chapter neglects to include this Act. This regulation is pertinent to both water quality and marine biological impacts and should be included and considered in both tables.

Furthermore, the RDEIR ignores the likelihood, frequency, and potential significant water quality impacts of gray water discharges, and fails to explain how gray water will be treated prior to discharge. Relevant analyses of gray water indicate that it contains heavy metals, detergents, cleaners, nutrients, pesticides, and other contaminants.²⁰ Recent sampling of cruise ship gray water in Alaska has revealed that it also contains high levels of fecal coliform bacteria and total suspended solids, as well as elevated levels of ammonia, chlorine, nickel, and zinc, which often exceed water quality standards.²¹ The proposed project is located directly offshore of Ormond Beach. Stretches of this beach consistently receive failing grades due to poor water quality caused by high levels of bacteria during wet weather on Heal the Bay's Beach Report Card.²² Ormond Beach is also listed as impaired for bacteria under the Clean Water Act section 303(d).²³ Additional nutrient and bacterial loading offshore could exacerbate these problems at Ormond Beach, further degrading water quality. The impacts due to accidental discharge of sewage, untreated gray water and other pollutants must be addressed before this project moves forward.

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Section 2.2.2.6 contains information on how garbage would be containerized and transported to shore for disposal.

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Section 2.2.2.6 and Impact WAT-5a in Section 4.18.4 discuss gray water treatment on board the FSRU. Approximately 2,625 gallons of treated gray water would be discharged per week. "The gray water would be treated using filtration to separate particulate matter and UV oxidation to destroy dissolved organic materials. Discharge of treated gray water to the ocean would be in accordance with a facility-specific NPDES permit issued by the USEPA." Discharges would be estimated based on the requirements of the NPDES permit; therefore, it is unlikely that discharges would not meet the NPDES standards.

G009-20

G009-21

Impacts WAT-1 and WAT-5a in Section 4.18.4 have been revised and discuss the potential impacts of discharges of gray water and black water during construction and operations.

G009-21

The study on cruise ship gray water in Alaska included thousands of passengers and was conducted close to shore. These parameters are significantly different from the proposed Project in terms of the number of vessels, distance from shore, and number of individuals involved.

²⁰ US Navy Naval Sea Sysetms Command and US EPA Office of Water. Technical Development Document: Phase I, Uniform National Discharge Standards for Vessels of the Armed Forces.

²¹ Alaska Cruise Ship Initiative, Interim Report, September 2000; ADEC Commercial Passenger Vessel Environmental Compliance Program, Assessment of Cruise Ship and Ferry Wastewater Impacts in Alaska, January 2004.

²² Heal the Bay, Beach Report Card: <http://www.healthebay.org/brc/>

²³ 2002 CWA section 303(d) List of Impaired Water Bodies in California, Approved by US EPA July 2003



Heal the Bay®

1444 9th Street
Santa Monica CA 90401

tel 310-451-1500
fax 310-496-1902

info@healthebay.org
www.healthebay.org

2006/G009

Conclusion

The RDEIR does not address many critical issues related to potential impacts to marine biological resources and water quality. We recommend that the environmental analysis be updated to include additional studies and analyses reflecting the comments provided

above. The RDEIR should not be approved until all impacts are accurately assessed, and complete mitigation and management plans are proposed. Given the proximity of the proposed project to the Channel Islands National Park and National Marine Sanctuary, the size of the proposed project, the potential impacts of the proposed project on marine and terrestrial species and sensitive habitats, and the lack of any previous use of this technology in California, we strongly believe that the RDEIR must thoroughly evaluate all potential impacts caused by the proposed project.

Please feel free to contact us if you have any questions about our comments.

Sincerely,

/s/
Sarah Abramson, MESM
Staff Scientist

/s/
Heather Hoecherl, Esq.
Director of Science and Policy

G009-22

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

G009-22

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,


Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,


KENNETH C. ADAMS
6208 FRONDOSA DR
MALIBU, CA 90265

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

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Sincerely,

Brittany Akerstrom Walker
29500 Heathercliff Rd #10
Malibu Ca 90265

Zach Allen <zach.allen@paneurasian.com>
05/13/2006 09:39 AM

To
cabrilloportpermit@EPA
cc

Subject
Error in document

I believe you may want to take a look at a possible error in your recirculated draft EIS.

In Section 2.2.2.3, page 2-22, liines 6 and 7 make no sense as written.

(Engineers are not fueled, among other problems).

Thank you,

Zach Allen

Pan EurAsian Enterprises
www.paneurasian.com

P098-1

Thank you for your comment. The text in Section 2.2.2.3 has been updated.

P098-1

>>> "Zach Allen" <zach.allen@paneurasian.com> 05/16/2006 9:30 AM >>>

Thank you for your reply. My comment is more of an editorial comment than one that goes to the substance of the project. It seems clear to me that this requires some kind of editorial correction, perhaps it was just mis-typed. As they stand, the sentences make no sense and should probably be corrected.

Thank you,

Zach Allen

-----Original Message-----

From: Lapka.Joseph@epamail.epa.gov [mailto:Lapka.Joseph@epamail.epa.gov] On Behalf Of cabrilloportpermit/R9/USEPA/US@epamail.epa.gov
Sent: Tuesday, May 16, 2006 12:21 PM
To: Zach Allen
Cc: sanderd@slc.ca.gov
Subject: Re: Error in document

Mr. Allen,

Thank you for your interest in Cabrillo Port. The cabrilloportpermit@epa.gov e-mail address you used in your e-mail below is specifically for the air permit that the US Environmental Protection Agency is proposing to issue. It is not directly related to the draft EIR that the California State Lands Commission recently recirculated. For information about how to submit comments on the draft EIR, please contact Dwight Sanders with the California State Lands Commission. I have copied him on this e-mail. If you have any questions related to the air permit that EPA is proposing to issue or if I can be of further assistance, please feel free to contact me at this e-mail address or at 415-947-4226. Again, thank you for your interest in Cabrillo Port.

Joe Lapka

Zach Allen <zach.allen@paneurasian.com>

05/13/2006 09:39 AM

To
cabrilloportpermit@EPA

cc

Subject
Error in document

I believe you may want to take a look at a possible error in your recirculated draft EIS.

In Section 2.2.2.3, page 2-22, liines 6 and 7 make no sense as written.

(Engineers are not fueled, among other problems).

Thank you,

Zach Allen

Pan EurAsian Enterprises
www.paneurasian.com

P099-1

Thank you for your comment. The text in Section 2.2.2.3 has been updated.

P099-1

From: robertalliston@comcast.net
Sent: Saturday, April 15, 2006 12:23 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: Cabrillo Port LNG Terminal / State Clearinghouse No. 2004021107

Mr. Dwight Sanders
 California State Lands Commission
 Division of Environmental Planning and Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825-8202

RE: Cabrillo Port LNG Terminal
 State Clearinghouse No. 2004021107

Mr. Sanders,

With the need for more natural gas supplies in the news, I felt compelled to write and add my two cents to the discussion. Yes, we certainly need more natural gas supplies to meet the state's growing demand. How will we do this without compromising safety and harming the environment?

A viable project that balances these issues is the Cabrillo Port LNG facility. What I like about the facility is: 1) it will bring another source of natural gas supplies to the state; 2) it will help keep natural gas prices from wildly fluctuating, and 3) it will help the state achieve cleaner air.

I am pleased that the draft EIR addresses impacts on the environment, endangered species, oak trees, water resources and other important issues. This is the right project to meet California's future energy needs.

Regards,

Bob Alliston
 Santa Clarita, CA

V012-1

Section 1.2.3 contains information on natural gas needs in California. Forecast information has been obtained from the California Energy Commission. Section 4.2 and Appendix C contain information on public safety. Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts to air and water quality.

V012-2

Sections 4.7.1, 4.7.4, 4.18.1, and 4.18.4 discuss these topics.

V012-3

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V012-1

V012-2

V012-3

From: Yasmin Alpay [yasmin90265@yahoo.com]
 Sent: Thursday, May 11, 2006 4:44 PM
 To: bhpreviseddeir@slc.ca.gov
 Subject: Say NO to LNG proposal

As a resident of Malibu, I have to say that I am absolutely SHOCKED that such a proposal to build and maintain a 14-story liquified natural gas terminal off our Malibu coast is even being considered.

So close to shore and with its proximity to the Channel Islands, who in their right mind would believe that there will be NO significant environmental impact.

Not only will we be dealing with significant increases in air pollution but also negative consequences on our marine life due to the dumping of heated water into the ocean.

We are talking about noise issues, air pollutants, water pollutants and visual impact of this monstrosity off our shores.

As a homeowner and a TAXPAYER there is a reason we chose to live in Malibu and not in Long Beach for example. We chose to live in a place which is beautiful, a nature preserve, a place WITHOUT smoke stacks, industrial pollutants and eye sores.

This BHP Billiton proposal threatens the very basis and foundation of the Malibu lifestyle.

It is the responsibility of the California Government to step in and do everything in its power to ENSURE THAT THE BHP BILLITON PROPOSAL DOES NOT BECOME REALITY.

Thank you for your support!!!

Concerned and outraged Malibu Resident.

Do You Yahoo!?
 Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

P065-1

P065-2

P065-3
 P065-4

P065-5

P065-6

P065-7

P065-1

Figure 2.2-1 shows the height of structures above the loaded waterline, which is also discussed in Section 4.4.1.1.

P065-2

The FSRU would be located outside of the current boundary of the Channel Islands National Marine Sanctuary (CINMS) and vessels associated with Cabrillo Port operations would not be expected to enter the CINMS. Sections 4.7.1.4, 4.13.2.2, and 4.20.1.5 discuss the potential expansion of the CINMS boundary, which is not proposed at this time. Sections 4.7.4, 4.15.4, 4.16.4, and 4.18.4 describe potential impacts on the marine environment and proposed mitigation measures to reduce those potential impacts.

P065-3

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

P065-4

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. A closed loop tempered water cooling system, which recirculates water, would be used instead of a seawater cooling system, except during annual maintenance (four days for the closed loop tempered water cooling system, and four days for the Moss tanks when the inert gas generator [IGG] would be operating).

P065-5

Sections 4.14.4, 4.6.4, 4.18.4, and 4.4.4 address impacts to noise, air quality, water quality, and aesthetics.

P065-6

Section 4.4 and Appendix F contain information on visual resources, impacts, and mitigation. Appendix F describes how visibility from various distances was evaluated and provides additional simulations prepared for viewpoints at elevated sites along the Malibu coastline and inland areas.

P065-7

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

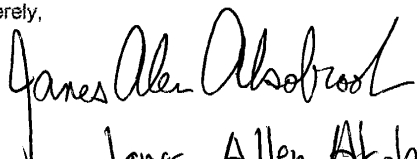
Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of vistors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
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There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,


James Allen Alsobrook
5725 Calpine Dr.
Malibu, CA 90265

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

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State lands commission,
100 Howe Avenue
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Sincerely,


JESSE AMARILLAS
1933 S. SHEPBOURNE DR #10
L.A. CA. 90034



GOLETA VALLEY CHAMBER OF COMMERCE

A Head for Business, A Heart for the Community

June 9, 2006

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Mr. Dwight Sanders
California State Lands Commission
Division of Environmental Planning and Management
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

By Email: BHPRevisedDEIR@slc.ca.gov

By Fax: 916-574-1885

RE: Support of Cabrillo Port LNG Terminal
State Clearinghouse No. **2004021107**

Dear Mr. Sanders:

The Goleta Chamber of Commerce represents almost 500 businesses that rely upon a ready supply of clean burning and efficient natural gas. We are concerned about its increasing price, and we support expanding the state's supply of natural gas.

We support the Cabrillo Port LNG facility for the following reasons:

- The availability of reliable energy sources is critical to the continued success of the business community locally as well as throughout the State and Country.
- Energy costs represent an increasing expense to the business community particularly agriculture, manufacturing and other energy-reliant companies.
- While additional efficiencies and the use of renewable energy sources are laudable long-term solutions to our dependence on fossil fuels, the technology to apply these solutions to our needs at this point are not sufficient.
- California should make every effort to ensure reliable supplies of needed energy including the importation of LNG.

As a community-based business organization, it is our duty to carefully examine and consider the facts of projects that potentially affect our members, their ability to provide jobs in our community and the overall quality of life in the Goleta area. We have done that and we hope the Cabrillo Port will be permitted and operating as soon as possible.

Sincerely,

Kristen Amyx
CEO

271 North Fairview, Suite 104 • P.O. Box 781 • Goleta, CA 93117
p: 805.967.2500 • f: 805.967.4615 • info@GoletaValley.com • www.GoletaValley.com

G220

2006/G220

G220-1

Sections 1.2.3 and 4.10.1.3 contain information on natural gas needs in California. Forecast information has been obtained from the California Energy Commission.

G220-2

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

G220-1

G220-2

805 985 6306
 April 21, 2006 P218
 5141 W. WOODLEY
 OAKLAND CA
 94621

P218-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P218-2

Section 4.4.4 discusses aesthetic impacts on residents and visitors.
 Section 4.13.2.2 discusses the Channel Islands Marine Sanctuary.

TO: CA STATE LANDS COMMISSION

ATTN: Dwight E. SANDERS

The Cabullo Liquefied Natural GAS
 Deepwater port is not a good idea.
 Our natural resources in the area are
 more valuable for natural beauty,
 Marine Sanctuary and Tourist value.

Also we should wear ourselves
 off petroleum products.

Shirley Anderson

P218-1

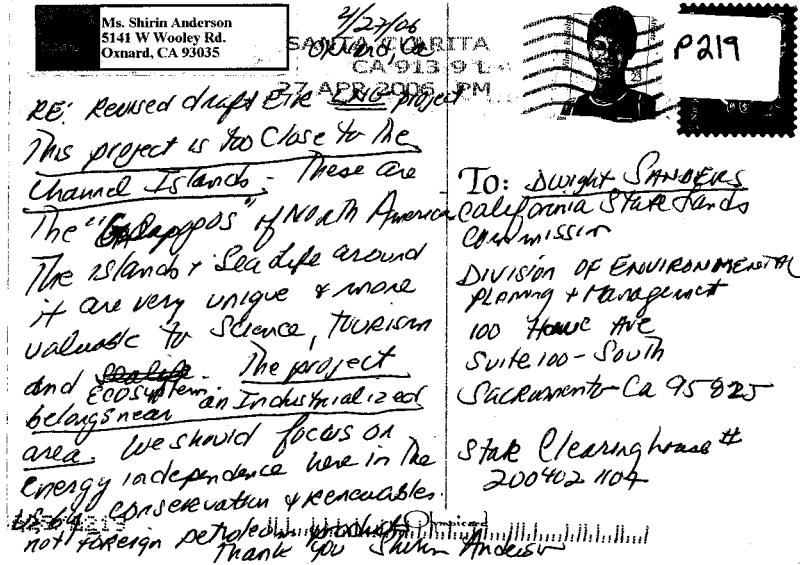
P218-2

P219-1

The FSRU would be located 17.61 NM from the Channel Islands National Park and 12.61 NM from the Channel Islands National Marine Sanctuary (see Table 2.1-2). Section 4.7.4 discusses the potential impacts to marine biota.

P219-2

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas. Section 1.2 discusses dependence on foreign energy sources.



P219-1

P219-2

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

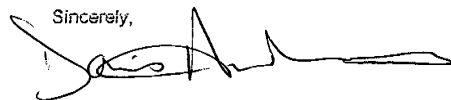
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Sincerely,



Doris Andrews
14245 Travers Dr.
Moreno Valley, Ca. 92553

From: SunstoneTours@aol.com
Sent: Thursday, May 11, 2006 2:24 AM
To: BHPRevisedDEIR@slc.ca.gov
Subject: LNG

Dear Mr. Sanders,

I and my family are very concerned over this proposed LNG of the coast of Malibu/Oxnard.

We have lived in Malibu for over 20 years and have taken joy in seeing the increase in the sea life in our immediate oceans. We fear this liquid gas factory off our coast will not do anything to add to the environment of the waters for the further and continuing marine life we see today. We have worked so hard to clean up our local waters we do not want this LNG mammoth factory destroying what we have worked so hard to achieve and are continuing to work hard to further even cleaner oceans in our area.

Linda Androlia
Malibu, Ca

P060-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P060-2

Sections 4.7.4 and 4.18.4 contain information on potential impacts and mitigation measures related to marine life and water quality.

| P060-1

| P060-2

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

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State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

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Sincerely,

Linda Androlia
Linda Androlia
28779 Sea Ranch
Malibu, 90265

From: Lupe Anguiano [languiano@verizon.net]
Sent: Tuesday, April 18, 2006 5:45 PM
To: Dwight Sanders
Subject: Revised Draft Environmental Impact Report for the Cabrillo Port Liquefied

April 18, 2006

Mr. Dwight E. Sanders
 California State Lands Commission
 Division of Environmental Planning and Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825-8202

Subject: Revised Draft Environmental Impact Report for the Cabrillo Port Liquefied
 Natural Gas Deepwater Port
 Docket No. USCG 2004-16877
 California State Clearinghouse No. 2004021107

Dear Mr. Sanders:

My name is Lupe Anguiano, I am a Marketing and Fund Development Consultant. I help companies market their business or products through their "Good Neighbor Policy and its active contribution to a communities quality living." Oxnard has been my home for over 50 years; my home address is 1031 Kumquat Place, Oxnard, CA 93036 - phone: 805.983.8517.

I am opposed to bhp billiton's "Cabrillo Port" proposal for many reasons:

1. **Public Safety: Section 4.2** - bhp billiton does not show creditable tested evidence that "Cabrillo Port" would be safe, nor that it would not interfere with the Navy's military missile testing activities. The BHP Tanker, bringing natural gas - according to the EIR, will take 20 hours to unload; if as expected, 2 or 3 Tankers per week will be coming into the Malibu/Oxnard area - when will the Navy have access for testing or other military activities needed for our nations' security?
2. Bhp - billiton does not adequately address safety, health, property and hazard issues in relationship to its proposed pipeline route and the expected massive earthquake, foreseen by the majority of geological and earthquake experts. Ventura County, especially, Fillmore, Santa Paula are extremely high risk areas -Oxnard and it's coast line will defiantly be impacted - how much damage to lives, homes and property caused by a possible pipeline explosion as a result of an earthquake, is not addressed in the EIR.
3. **Recreation Page 4.15-6** --- bhp billiton's pipeline and degasification activities will have a high negative impact on the City of Oxnard's Ormond Beach Wetlands Restoration activates (Oxnard's proud "Environmental Jewel" in the making) underway. Bhp Billiton's claim that it's project is environmentally sound and safe - free from damage to our Ocean is totally false.

BHP Billiton's track record and it's dealings with other Countries has to be viewed and carefully analyzed - in relation to the property damage it has caused and the companies treatment of workers. California, the United States is not an underdeveloped, uneducated community that can be lied too, nor provided with false advertisement and payoffs to public officials and community people - this company behavior needs to be investigated.

Finally, most Californians remember Enron - and see the LNG "**market rush**" by energy

P009-1

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline. Figure ES-1 depicts the consequence distances surrounding the FSRU location for worst credible events.

P009-2

Section 4.3.4 contains information on potential impacts associated with the increased vessel traffic due to the proposed Project. The FSRU would be located 3.5 NM (3.54 miles) from the eastern boundary of the Point Mugu Sea Range (Pacific Missile Range). Impacts MT-5 and MT-6 in Section 4.3.4 address potential Project impacts on Naval and Point Mugu Sea Range operations.

P009-3

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic hazards.

P009-4

As described in Section 2.3.2, the shore crossing would be installed beneath Ormond Beach. Sections 4.8.1 and 4.14.1.2 discuss Ormond Beach wetlands. Section 4.8.4 discusses mitigation measures to minimize impacts on wetlands. The presence of the pipelines under Ormond Beach would not restrict access to the area for recreation or otherwise alter recreation opportunities at Ormond Beach. During construction, the horizontal directional boring activities would be contained within the Reliant Energy property, and the pipeline would be buried underneath the beach. This topic is discussed further in Sections 4.15.4 and 4.2.8.4. Updated information about the restoration efforts at Ormond Beach is included in Section 4.13.2. Figure 4.13-1 has been revised.

P009-5

NEPA and the CEQA do not require investigation of the Applicant. However, the Applicant is required to adhere to all applicable Federal, State, and local laws, regulations, and permit requirements in the execution of all phases of the Project. Section 4.2.6 states,

P009-1
P009-2

P009-3

P009-4

P009-5

P009-6

"The environmental and occupational safety record for the Applicant's worldwide operations, including, for example, mining ventures overseas, was not considered in evaluating potential public safety concerns associated with this Project because such operations are not directly comparable to the processes in the proposed Project." The conclusions in the EIS/EIR are based on the analyses of potential environmental impacts of the proposed Project and the implementation assumptions stated in Section 4.1.7. However, the Applicant's safety and environmental record will be taken into account by decision-makers when they consider the proposed Project.

P009-6

The lead agencies are obligated to use energy forecasting information from the Federal Energy Information Administration (EIA) and the California Energy Commission (CEC). As discussed in Section 1.2.2, the Federal EIA is a "primary source of the data on the Federal energy forecasts and analyses used in this document. The EIA, created by Congress in 1977, is part of the U.S. Department of Energy. The EIA provides policy independent data, forecasts, and analyses to promote sound policy-making, efficient markets, and public understanding regarding energy and its interaction with the economy and the environment." In addition, Section 1.2.3 discusses the use of CEC data. The CEC's 2005 Integrated Energy Policy Report Committee Final Report provides the energy context for California's natural gas needs. The California Legislature recognizes that the CEC is the State's principal energy policy and planning organization and that the CEC is responsible for determining the energy needs of California. These responsibilities are established in State law (the Warren-Alquist State Energy Resources Conservation and Development Act [Public Resources Code, Division 15]).

The revisions to Chapter 3 elaborate on the previous analyses. As discussed in Section 3.3.1, "[t]he MARAD and the CSLC do not have authority to initiate or implement additional broad-based, long-term energy conservation policy measures... They also do not have control over whether such measures will be proposed, approved, and implemented, or the time frame over which these actions might occur."

With respect to retrofitting of existing power plants, "[t]he State of California's 2005 Energy Action Plan II indicates that despite energy-efficient renewable resources, other energy sources, and investments in conventional power plants such as augmenting existing facilities and replacing aging infrastructure, there is no indication that the need to increase California's short-term natural

gas supplies can be averted through turbine repowering (CEC and CPUC 2005). The State's determination of the need for additional natural gas supplies takes into account the re-powering of existing power plants and still concludes that new gas supplies are needed." See Section 3.3.3.

companies as a duplication of the Enron happening. Clearly the greatest need - is for a California natural gas needs assessment that is transparent, free from manipulation and safeguards the public trust. Some energy experts claim we have sufficient gas reserves for 20 years - some say 50 years. A professional unbiased short and long range energy needs assessment would clarify this issue; after which a qualified plan can be implemented to meet CA's energy needs. If LNG is needed - a selective process would be initiated where by an LNG project, if needed, would be selected - one that does not present serious harm risks to men, women and children and our environment. Believe me, our wise, educated public is not going to settle for less.

Lupe Anguiano

languiano@verizon.net

1031 Kumquat Place

Oxnard, CA 93036

Phone: 805.983.8517

cc: The Honorable:

Members of the Oxnard City Council

Mr. Edmund F. Sotelo, Oxnard City Manager

Members of the Ventura County Board of Supervisors

Governor Arnold Schwarzenegger

Dianne Feinstein, US Senator

Barbara Boxer, US Senator

Lois Capps, US House of Representatives, 23rd District

Pedro Nava, California Assembly Member, 35th District

Sheila Kuehl, California Assembly Member, 23rd District

Fran Pavley, California Assembly Member, 41st District

P009-6
Continued

P009-6 Continued

P009-7

P009-7

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,


Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore.
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,


GEORGIOS ANTONIOU
2639 RAMBLA PACIFICO
MALIBU CA 90265

From: melani.austin@comcast.net
Sent: Saturday, April 15, 2006 2:12 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: Cabrillo Port LNG Terminal; State Clearinghouse No. 2004021107

Mr. Dwight Sanders
California State Lands Commission
Division of Environmental Planning and Management
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

RE: Cabrillo Port LNG Terminal
State Clearinghouse No. 2004021107

Dear Mr. Sanders,

I am concerned about the state's ability to meet the growing demand for natural gas; that is why I support the Cabrillo Port LNG Deepwater Port.

A recent Los Angeles Times article noted that "California is more dependent on natural gas than many states because nearly half of its electricity comes from gas-fired plants." The article went on to say that the state "imports 87% of it from elsewhere in the U.S."

The Cabrillo Port will expand the state's supply of natural gas, reducing our reliance on imports. In addition, the port will allow the state to meet its clean objectives.

This project must be approved. It is important in ensuring that the state's future energy needs are met.

Sincerely,

Melani Austin

V008-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V008-1

P205

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Alex Bach

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): 25036 Malibu Road

City (Ciudad): Malibu

State (Estado): CA Zip Code (Código Postal): 90265

email address (dirección de correo electrónico): _____

**Please provide written comments on the reverse
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma
 en la caja del comentario.**

**You may also address any written comments
 to the attention of:**

Dwight E. Sanders

California State Lands Commission
 Division of Environmental Planning and
 Management

100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825

**Include the State Clearinghouse number:
 2004021107**

**Comments may also be submitted via email
 to: BHPRevisedDEIR@slc.ca.gov**

**Usted puede dirigir también cualquier
 comentario escrito a la atención de:**

Dwight E. Sanders

California State Lands Commission
 Division of Environmental Planning and
 Management

100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825

**Incluir el número de State Clearinghouse:
 2004021107**

**Los comentarios también se pueden enviar
 por correo electrónico a:
 BHPRevisedDEIR@slc.ca.gov**

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacifico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar
hojas adicionales si es necesario):

The Natural (FLAMMABLE) Gas Pipeline to Oxnard
is on top of a Fault Line.

There will be an Earthquake this year.

I hope you move the pipeline to a safer place.

Peace unto you.

P205-1

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

P205-1

Sections 4.11.1 and 4.11.4 contains additional information on the
potential for earthquakes. Appendices J2 and J3 contain reports on
seismic and geologic hazards for the project.

P229

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

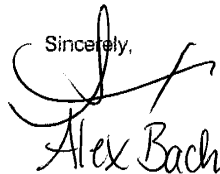
Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

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There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,



25036 Malibu Rd, Malibu, CA 90265

From: CORNELIA G. BAER [baerstr@worldnet.att.net]
 Sent: Thursday, May 11, 2006 8:42 PM
 To: BHPRevisedDEIR@slc.ca.gov
 Subject: BHP Billiton LNG Facility

Dear Mr. Sanders:

Having attended both of the hearings on the LNG facility in Oxnard and the earlier information hearing held by the League of Women Voters, I still have concerns about the following:

First, the pollution from this facility will do harm to all of us especially since the marine layer, which is present so often along the coast here, will hold the pollution down and concentrate it in this area. As you know, we are already over the EPA standards for pollution, so doing anything to increase pollution here at all, is irresponsible. I do not find the last minute mitigation proposal at all believable.

Second, to protect the Channel Islands National Park Marine Sanctuary, our citizens have made great efforts including limiting commercial fishing areas so that the marine life in this area can grow and prosper. Any period of construction would necessarily be a risk to the very area we are trying to protect. That would be followed by the day to day risk of an accident or spill in this very sensitive area.

The same concerns in the Sanctuary are true of the Ormond Beach Wetlands area which many in the County have spent years protecting. I am particularly concerned for the welfare of this area during construction.

I live in Ventura, but I can't help believing that if this project were being proposed 14 miles from Malibu and 26 miles from Oxnard, rather than the other way around, this project would have been dead on arrival.

This is not a good site to try an untested operation. Therefore, I urge you to oppose it.

Sincerely yours,
 Cornelia G. Baer
 709 Skyview Terrace
 Ventura, CA 93003-1204

(805) 654-1104

P072-1

P072-1

Section 4.1.8.5 discusses meteorology and climate. Section 4.6.1 discusses current air quality conditions. The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains a revised discussion of Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

P072-2

P072-2

Section 4.13.1.1 addresses existing uses in the Channel Islands National Marine Sanctuary (CINMS) and distances to the proposed site of the FSRU. The FSRU would be located outside of the current boundary of the CINMS, and vessels associated with Cabrillo Port construction and operations would not be expected to enter the CINMS. Section 4.7.4 contains information on potential impacts to marine biological resources and mitigation measures to address such impacts.

P072-3

P072-3

As described in Section 2.3.2, the shore crossing would be installed beneath Ormond Beach. Sections 4.8.1 and 4.14.1.2 discuss Ormond Beach wetlands. Section 4.8.4 discusses mitigation measures to minimize impacts on wetlands. The presence of the pipelines under Ormond Beach would not restrict access to the area for recreation or otherwise alter recreation opportunities at Ormond Beach. During construction, the horizontal directional boring activities would be contained within the Reliant Energy property, and the pipeline would be buried underneath the beach. This topic is discussed further in Sections 4.15.4 and 4.2.8.4. Updated information about the restoration efforts at Ormond Beach is included in Section 4.13.2. Figure 4.13-1 has been revised.

P072-4

P072-4

Figure 2.1-2 and Table 2.1-2 identify distances from the proposed location of the FSRU to various points of interest, including Malibu, which is 12.05 NM (13.9 miles) away.

P072-5

P072-5

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

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There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,



Carla Baham
1445 S. Hayworth ave #5 LA CA 90035

From: PWBMalibu@aol.com
Sent: Monday, April 24, 2006 7:28 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: LNG Terminal

As President of the Malibu Association of Realtors, I speak on behalf of our 900 members.

WE STAND COMPLETELY AND IRREVOCABLY AGAINST the proposed Cabrillo LNG Terminal.

**Phil Bailey
(3100 774-5154)**

V028-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V028-1

From: PWBMalibu@aol.com
Sent: Tuesday, April 25, 2006 10:29 PM
To: bhpreviseddeir@slc.ca.gov
Subject: (no subject)

I STABD AGAINST THE CABRILLO LNG PORT!!

V031-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

| V031-1

From: Lori Baker Schena [bscomm@comcast.net]
Sent: Wednesday, April 12, 2006 4:40 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: Ensuring the future with the Cabrillo Port LNG Deepwater Port

V004-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

April 12, 2006

Mr. Dwight Sanders
California State Lands Commission
Division of Environmental Planning and Management
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202
Via Email: BHPRevisedDEIR@slc.ca.gov

RE: Cabrillo Port LNG Terminal
State Clearinghouse No. 2004021107

Mr. Sanders,

As a native of Southern California, I'm extremely concerned about the state's ability to keep up with the steadily increasing demand for natural gas. With the growing population, I wonder how will we be able to satisfy our energy needs without paying outrageously high prices? Who can afford this?

The answer? Innovative, visionary projects such as Cabrillo Port.

The Cabrillo Port LNG Deepwater Port will allow the state to bring in additional supplies of natural gas, which will help California residents avoid the high gas bills we experienced this past winter. I'm pleased that the draft EIR has taken into account the project's impacts on the environment, including endangered species, oak trees, and water resources.

V004-1

The population will only continue to increase. We need to take some positive, environmentally sound action right now. This project needs to be permitted and approved to satisfy the state's growing energy needs and help Californians' pocketbooks.

Thank you.

Lori Schena

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,


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PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,


Melissa Barabasch
6141 West Ave J-4
Lancaster CA 93536

P316

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): LORETTA D. BARNES

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): 6229 WISTERIA DR

City (Ciudad): SAN VALLEY

State (Estado): CA Zip Code (Código Postal): 93063

email address (dirección de correo electrónico): _____

Please provide written comments on the reverse
and drop this form into the comment box.

Proporcione por favor los comentarios escrito en el revés y colóque esta forma
en la caja del comentario.

You may also address any written comments
to the attention of:

Dwight E. Sanders
California State Lands Commission
Division of Environmental Planning and
Management
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825
Include the State Clearinghouse number:
2004021107

Comments may also be submitted via email
to: BHPRevisedDEIR@slc.ca.gov

Usted puede dirigir también cualquier
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Dwight E. Sanders
California State Lands Commission
Division of Environmental Planning and
Management
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825
Incluir el número de State Clearinghouse:
2004021107

Los comentarios también se pueden enviar
por correo electrónico a:
BHPRevisedDEIR@slc.ca.gov

RECEIVED
CALIFORNIA STATE
LANDS COMMISSION

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

*I am opposed to the off shore LNG Cabrillo
Port Terminal because:*

- 1- This will cause pollution in the water & air*
- 2- adversely affects my health living in Ventura County*
- 3- Safety measures have not been thoroughly studied.*

| P316-1

| P316-2

| P316-3

| P316-4

P316-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P316-2

Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts on air and water quality.

P316-3

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

P316-4

Section 4.2 and Appendix C contain information on public safety.

Sections 4.2.4, 4.2.7.3, and 4.2.8.2 identify agencies with the authority and responsibility for safety standards, design reviews, and compliance inspections. Section 2.1 and Appendix C3-2 identify applicable safety standards.

Thank you for your attention and concern.

NO LNG!

*Gerardo Barnes
Resident of Ventura County*

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

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There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

Joe BARNICK
26902 Deerwood Dr.
Alb CA 91201

P338

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Daniela M Bazaldua

Organization/Agency (Organización/Agencia): The Sierra Club

Street Address (Calle): 659 South "D" st apt B

City (Ciudad): Oxnard

State (Estado): Ca Zip Code (Código Postal): 93030

email address (dirección de correo electrónico):

**Please provide written comments on the reverse
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma
 en la caja del comentario.**

**You may also address any written comments
 to the attention of:**

Dwight E. Sanders

California State Lands Commission
 Division of Environmental Planning and
 Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825

**Include the State Clearinghouse number:
 2004021107**

**Comments may also be submitted via email
 to: BHPRevisedDEIR@slc.ca.gov**

**Usted puede dirigir también cualquier
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**Incluir el número de State Clearinghouse:
 2004021107**

**Los comentarios también se pueden enviar
 por correo electrónico a:
 BHPRevisedDEIR@slc.ca.gov**

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacifico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

It is very dangerous because everybody
could die. IF theres an earthquake The
tubes could explode and everybody would
be killed. Also because you could contaminate
the water and all the fishes would be
dead youst like us I mean IF the
tubes of gas explode.

P338-1

P338-2

P338-1

Section 4.2 and Appendix C discuss public safety. Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic hazards. See specifically Impact GEO-3 in Section 4.11, which discusses damage to pipelines as a result of an earthquake.

P338-2

Sections 4.7.4 and 4.18.4 discuss the Project's potential effects to marine life and water quality.

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

-----Original Message-----

From: Cris Beaty [mailto:crisbeaty@mac.com]

Sent: Wednesday, March 22, 2006 10:33 PM

To: BHPRevisedDEIR@slc.ca.gov

Subject: proposed LNG

I am writing to express my deep anxiety about the proposed Cabrillo LNG facility.

I am blessed to live in N. Malibu. My home is on the land side of PCH with Anacapa Island in view on clear days.

I have several points of concern:

The proposed facility is experimental even though it is presented as though it is already scheduled to be online 2007. Are we willing to take a gamble knowing there have been LNG terminal accidents and in fact Billiton has lost platforms to the elements?

Point Dume is a famous 'scraping off the barnacles' point for migrating whales. It would be a travesty not to steward this favorite and necessary activity for the whales or to place any more obstruction in their migration path.

Recent information shows the fault lines along Malibu coast are deeper and more active than previously thought. In addition, there have been documented tsunamis in this area. This seems a foolish place for pipelines.

The activity in the shipping lanes is sometimes very busy - presenting danger from either human error or mechanical/equipment malfunction in numerous possible scenarios...to a fixed terminal that could explode.

The permanent sight, lights at night, sounds and smell will interfere with the ordinary enjoyment of my front deck.

The possibility of a fireball or terrorist action even if remote are not acceptable to me to live with.

I plea you will encourage sunny California to go solar, wind, wave or other renewable energies.

Individual self sufficiency and community responsibility are possible without inviting foreign companies (or US companies like Enron) to manipulate and capitalize on California needs. Please help us to be free.

Malibu has long been considered the jewel in LA's crown. People come here from all over the world. Please do not blight, terrorize, or endanger us and the wildlife by approving this absurd and frightening proposal.

Sincerely,

Cris Beaty
Nicki Jack

P001-1

P001-2

P001-3

P001-4

P001-5

P001-6

P001-7

P001-8

P001-9

P001-10

P001-1

Sections 2.1 and 4.2.7.3 contain information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU and LNG carriers.

P001-2

The Typhoon Platform, a tension leg production platform in the Gulf of Mexico jointly owned by Chevron and BHPB, was severed from its mooring and severely damaged during Hurricane Rita. The Typhoon Platform was designed for a different purpose using different design criteria.

The Cabrillo Port must be designed in accordance with applicable standards, and the USCG has final approval. Section 2.1 contains information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies performance levels that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. If the FSRU were to become unmoored, the patrolling tugboats could be used to hold it in place. Section 4.3.1.4 addresses this topic.

The regulation implementing the Deepwater Port Act (33 CFR 149.625 [a]) states, "Each component, except for those specifically addressed elsewhere in this subpart (for example, single point moorings, hoses, and aids to navigation buoys), must be designed to withstand at least the combined wind, wave, and current forces of the most severe storm that can be expected to occur at the deepwater port in any 100-year period." By definition, a 100-year wave event is expected to occur once every 100 years on average over the course of many hundreds of years. The EIS/EIR's analyses have been developed with consideration of these factors and regulations.

P001-3

Section 4.7 contains updated stock assessments for marine mammals in the Project vicinity according to the latest available information from NOAA. In addition, marine mammal experts (see Appendix I) have been consulted regarding potential impacts and mitigation, and based upon their expertise, text in Section 4.7 has been clarified.

P001-4

Section 4.11 contains information on potential seismic and geologic

hazards and mitigation measures to address such impacts. Impacts GEO-3 and GEO-4 contain information on potential impacts and mitigation related to earthquakes and related hazards. Appendices J1 through J4 contain additional evaluations of seismic hazards. Section 4.11.1.8 and Impact GEO-6 in Section 4.11.4 contain information on potential impacts from tsunamis and mitigation measures to address such impacts.

P001-5

As discussed in Section 4.2.7.6, the IRA determined that the greatest distance from the FSRU within which public impacts would occur is 6.3 NM (7.3 miles or 11.7 km), which would result from the intentional breach of two Moss tanks. This hazard distance encompasses the TSS shipping lanes, but extends no closer than 5.71 NM from the nearest mainland landfall. The hazard to the shipping lane would occur about 30 minutes after the initiating event, which could allow for notification and response, such as moving away from the accident or sheltering in place and implementing fire response measures. The exposure time within the shipping lane would be for about another 30 minutes until the vapor cloud dispersion falls below the lower flammability limit. An average of three vessels would be exposed to this vapor cloud hazard based on marine traffic frequency estimates.

This scenario may overestimate the hazard because even though the release of the two full tanks is assumed, this may not occur. In addition, Sandia's model showed a significantly smaller dispersion distance (about 7,000 m instead of roughly 11,000 m). Further, it is highly likely that if the LNG were released, it would result in a pool fire instead of vapor cloud dispersion or a vapor cloud (flash) fire. The robust structure of the Moss tanks and double-hulled FSRU, and the nature of the events that could produce this scenario (such as a deliberate attack with various types of weapons or aircraft) make it very likely that an ignition source would be present. Because an exceptionally large amount of force is needed to damage an LNG tank, and because the amount of energy required to breach containment is so large, in almost all cases a fire would result from this type of terrorist attack.

P001-6

Section 4.4 and Appendix F contain information on visual resources, impacts, and mitigation. Appendix F describes how visibility from various distances was evaluated and provides additional simulations prepared for viewpoints at elevated sites along the Malibu coastline and inland areas. Section 4.4.1.1 contains information on lighting at night. Impact AES-2 also discusses night lighting on the FSRU.

Section 4.3 contains information on marine traffic associated with the proposed Project. Up to two LNG carriers would call on the FSRU weekly, although annual visits will not exceed 99 LNG carriers. Under normal operating conditions, the carriers would not be closer to shore than the FSRU, which is located farther from shore than the coastwise traffic lanes. Figure 4.3-9 shows LNG carrier approach routes. Up to six additional transits by service vessels would occur weekly between the FSRU and Port Hueneme, using the routes shown in Figure 4.3-15.

P001-7

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks. Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. As indicated in the response to Comment P001-5, the analysis indicates that the maximum impact distance of an accident or intentional incident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident or intentional incident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline.

P001-8

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

P001-9

Section 1.2 discusses dependence on foreign energy sources.

P001-10

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V239

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Jane Belbusti

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): Deodar Av

City (Ciudad): OXNARD

State (Estado): _____ Zip Code (Código Postal): _____

email address (dirección de correo electrónico): _____

**Please provide written comments on the reverse
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma
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**You may also address any written comments
 to the attention of:**

Dwight E. Sanders
 California State Lands Commission
 Division of Environmental Planning and
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 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825
Include the State Clearinghouse number:
2004021107

**Comments may also be submitted via email
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**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar
hojas adicionales si es necesario):

See Attached

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

V239-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

In opposed
to LNG

Jane Blum

V239-1

From: LseBell@aol.com
Sent: Wednesday, April 26, 2006 2:28 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: comment on BHP revised DEIR---2004021107 State Clearinghouse number

please note that I am against any LNG deepwater ports off the California Coast esp. the Cabrillo Port Deepwater Port. This nation is working on getting off foreign energy sources and needs to address the development of alternative energy sources under our control in our own country. ALL EFFORTS SHOULD BE DIRECTED TO THIS END.
Louise Bell
826 Calle Los Gatos, Camarillo, Ca 93010

V034-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V034-1
V034-2

V034-2

Section 1.2 discusses dependence on foreign energy sources. Sections 3.3.1 through 3.3.4 discuss other alternative energy sources considered.

From: Dan Bercu [dbercu@jsrosenfield.com]
Sent: Monday, May 01, 2006 3:53 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: LNG facility

As a commercial landlord and Malibu resident I am firmly opposed to the proposed LNG facility. As head of environmental planning I see no possible way you could endorse this development. It would be a disaster in every possible way.

Best regards,

Daniel

Dan Bercu
J.S. Rosenfield & Co.
921 Montana Avenue
Santa Monica, CA 90403
310/458-6682 o
310/458-6681 f
310/994-2694 c

V038-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V038-1

P236

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

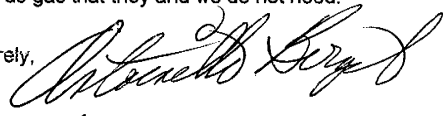
Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of vistors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,


 ANTOINETTE BERGET

May 11, 2006

Mr. Dwight Sanders
State Lands Commission,

We are vigorously opposed to BHP Billiton's Cabrillo Port.

We own property in Ventura County located in the Santa Monica Mountains within the West Malibu area. Our property is one mile from the ocean in Deer Creek Canyon at an elevation of 1450 feet.

We can see islands 20 to 60 miles out to sea almost every day of the year. Cabrillo Port will at 13.8 miles be clearly visible.

The position that Billiton's spokesman Patrick Cassidy has taken is that "There are some 5,000 ships transiting that area every year, and people don't seem to object to them," is naive.

Moving ships entering and exiting the ocean "view corridor" is far different than allowing a monster 14-story tall, 980 foot long pollution belching liquefied natural gas factory to permanently stop within the pristine "view corridor".

The County of Ventura administers its own Local Coastal Program requiring land owners who want to develop their properties within the sensitive Coastal Zone to meet the requirements of the California Coastal Commission.

We willingly have participated in this process for the privilege of developing our property here in the Santa Monica Mountains.

Due to our proximity to the ridge of the mountains we have been required to construct our home as a single story home whereby no portion of our home may daylight or silhouette into the skyline.

Primarily this is to protect the view corridor of the Santa Monica Mountains as seen from the ocean as those on passing ships gaze towards the mainland.

How then in the spirit of quid pro quo can BHP Billiton be allowed to construct Cabrillo Port, a 14-story high silhouetting monster into the skyline and mainland's view corridor? Billiton must be restricted to the same "view corridor" restrictions as their mainland neighbors.

Although addressing the potential explosion on board the Cabrillo Port has been mentioned many times; no one has further suggested the simultaneous explosion of the two 36 inch high, 24 mile long supply pipes. In a total melt down this scenario must also be analyzed along with the explosive pipe bomb effects as the 1100 PSI gas filled pipelines course through our neighborhoods on their way to the distribution destination.

Before BHP Billiton is allowed to progress one step further in their plan I propose the following 10 year moratorium in which time I propose the following experiment.

P071-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P071-2

Thank you for the information.

P071-1

P071-2

P071-3

Section 4.4 and Appendix F contain information on visual resources, impacts, and mitigation. Appendix F describes how visibility from various distances was evaluated and provides additional simulations prepared for viewpoints at elevated sites along the Malibu coastline and inland areas. Figure 2.2-1 shows the height of the structures above the loaded waterline, which is also discussed in Section 4.4.1.1. Table 4.3-1 contains information on the number and representative sizes of vessels transiting the Project area.

P071-3

P071-4

Section 4.4.4 evaluates Project impacts based on the major laws, regulatory requirements, and plans related to visual resources identified in Table 4.4-2. View corridor protections in the Santa Monica Mountains are not applicable to the proposed Project.

P071-4

P071-5

Sections 2.3.1, 2.4.1.1, and 2.4.2.1 describe the offshore and onshore pipelines. Section 4.2.8 addresses potential incidents associated with pipelines. Section 4.2.8.4 discusses the estimated risk of Project pipeline incidents. Sections 4.5.4, 4.6.4, 4.7.4, 4.11.4, and 4.19.4 discuss the potential impacts of pipeline leaks or ruptures.

P071-5

The maximum allowable operating pressure (MAOP) for each of the twin 24-inch subsea pipelines is 1,500 pounds per square inch gauge (psig). Over the length of the subsea pipelines, pressures would decrease to 1,100 psi at the meter and piping at the onshore metering station. The MAOP for the 36-inch Center Road Pipeline and its alternatives is 1,100 psi, and the MAOP for the 30-inch Line 225 Pipeline Loop in Santa Clarita is 845 psi.

BHP Billiton must be required to construct in Australia a working full size replica of their proposed Cabrillo Port moored next to a fully loaded LNG supply tanker, along with the two 36 inch high 24 mile long supply pipes, filled to capacity with 1100 PSI natural gas. Once this trial port is fully gasified and functioning I propose that they blow the thing up in pristine Australian waters. Wait 10 years and analyze how the Australian environment is affected before considering this monster unproven environmentally disastrous project in California's pristine waters.

We have worked our whole life for the privilege of living in Malibu and for the daily joy of gazing upon the pristine ocean vista. Invariably in the evening as you drive up Deer Creek Road you see cars stopped with their passengers, gazing out towards the spectacular unblemished horizon as a blazingly brilliant sunset ends another day. Please stop this unnecessary and unproven environmentally unsound project and save this wonderful visual California resource.

Thank you,

Paul and Susan Betouliere
betouliere@sbcglobal.net

P071-6

P071-6

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

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There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely, DONA BIGELOW

Dona Bigelow
30652 La Sonora Dr.
Malibu CA 90265

From: Dona Bigelow [donab7@charter.net]
Sent: Wednesday, April 19, 2006 5:43 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: LNG port

PLEASE STOP THIS FROM HAPPENING ON THE MALIBU COAST. THANK YOU Dona
Bigelow
30652 La Sonora Dr.
Malibu CA 90265

V020-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

| V020-1

P442

2006/P442

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

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State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

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Sincerely,



Nick Blair
5834 CAPE HORN DR
AUBURN HILLS CA 91301

P370

2006/P370

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

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Sincerely,



Ben Blenkle
1221 1/2 So. Dewey Ave.
LA CA 90006

P296

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PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,


Danna Blocker Ziv

P326

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): MYRNA Bloom

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): 644 Deodar AV

City (Ciudad): Oxnard

State (Estado): Ca Zip Code (Código Postal): 93030

email address (dirección de correo electrónico): _____

**Please provide written comments on the reverse
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma
 en la caja del comentario.**

**You may also address any written comments
 to the attention of:**

Dwight E. Sanders

California State Lands Commission
 Division of Environmental Planning and
 Management

100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825

**Include the State Clearinghouse number:
 2004021107**

**Comments may also be submitted via email
 to: BHPRevisedDEIR@slc.ca.gov**

**Usted puede dirigir también cualquier
 comentario escrito a la atención de:**

Dwight E. Sanders

California State Lands Commission
 Division of Environmental Planning and
 Management

100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825

**Incluir el número de State Clearinghouse:
 2004021107**

**Los comentarios también se pueden enviar
 por correo electrónico a:
 BHPRevisedDEIR@slc.ca.gov**

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar
hojas adicionales si es necesario):

see Attached

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

Thoughts on the LNG Project

This project does not belong off the California Coast because it presents a hazard to marine life and it is to be put in an area of seismic uncertainty. Because of its nature and site ~~it~~ concerns will take precedent over commercial military and recreational shipping.

It will pollute our water and air.
This Mega Corporation has a poor record on environmental issues.
The land portion of the pipeline will run near to schools and homes.

The safety measures are to be monitored by the operator !!!
There is not an adequate proposal of oversight by outside entities.
Remember 3 Mile island. This company has never done this before.

P326-1

Section 4.7.4 contains information on potential impacts on marine biological resources and mitigation measures to address such impacts.

P326-1

P326-2

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic hazards.

P326-2

P326-3

P326-3

Section 4.3.4 addresses marine traffic impacts and impacts on offshore military facilities and commercial and recreational vessels.

P326-4

P326-5

P326-4

Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts on air and water quality.

P326-6

P326-5

The Applicant is required to adhere to all applicable Federal, State, and local laws, regulations, and permit requirements in the execution of all phases of the Project. Section 4.2.6 states, "The environmental and occupational safety record for the Applicant's worldwide operations, including, for example, mining ventures overseas, was not considered in evaluating potential public safety concerns associated with this Project because such operations are not directly comparable to the processes in the proposed Project." The conclusions in the EIS/EIR are based on the analyses of potential environmental impacts of the proposed Project and the implementation assumptions stated in Section 4.1.7. However, the Applicant's safety and environmental record will be taken into account by decision-makers when they consider the proposed Project.

P326-7

P326-6

Section 4.13.1 contains information on sensitive land uses in proximity to proposed and alternative pipeline routes, such as schools. There are no schools in the immediate vicinity of either of the proposed pipeline routes. Section 4.2.8 describes regulations regarding pipelines, including the requirement to establish public education programs to prevent and respond to pipeline emergencies. Section 4.2.8.4 contains information on the estimated risk of Project pipeline incidents. Section 4.16.1.2 describes emergency planning and response capabilities in the Project area.

The proposed pipelines within Oxnard city limits would meet standards that are more stringent than those of existing pipelines because they would meet the minimum design criteria for a U.S. Department of Transportation (USDOT) Class 3 location. Also, MM PS-4c includes the installation of additional mainline valves equipped with either remote valve controls or automatic line break controls. SoCalGas operates high-pressure natural gas pipelines throughout Southern California.

P326-7

Section 2.1 contains information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU. The Cabrillo Port must be designed in accordance with applicable standards, and the U.S. Coast Guard has final approval. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies regulations that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. Impact EJ-1 in Section 4.19.4 addresses additional pipeline design requirements in areas of low-income and minority communities. The EIS/EIR's analyses have been developed with consideration of these factors and regulations and in full conformance with the requirements of NEPA and the CEQA.

The lead Federal and State agencies share the responsibility to ensure that mitigation measures are implemented. Table 6.1-1 in Chapter 6 is the basis for the Mitigation Monitoring Program, which would be implemented, consistent with section 15097(a) of the State CEQA Guidelines, to ensure that each mitigation measure is incorporated into Project design, construction, operation, and maintenance activities.

The various Federal permits (e.g., CWA, Section 404) required for the Project may contain additional conditions as a component of that permit. In those cases, the issuing agency would be responsible for ensuring compliance.

Oxnard is one of the only places in the U.S. where the beaches are not in private hands but are available to the whole public. To risk this treasure is foolhardy.

There are other ways to generate needed power.

Mylene Bloom
644 Deodar Av.
Oxnard, Ca 93030

P326-8

As described in Section 2.3.2, the shore crossing would be installed beneath Ormond Beach. Sections 4.8.1 and 4.14.1.2 discuss Ormond Beach wetlands. Section 4.8.4 discusses mitigation measures to minimize impacts on wetlands. The presence of the pipelines under Ormond Beach would not restrict access to the area for recreation or otherwise alter recreation opportunities at Ormond Beach. During construction, the horizontal directional boring activities would be contained within the Reliant Energy property, and the pipeline would be buried underneath the beach. This topic is discussed further in Sections 4.15.4 and 4.2.8.4.

P326-8

P326-9

Updated information about the restoration efforts at Ormond Beach is included in Section 4.13.2. Figure 4.13-1 has been revised.

P326-9

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P215

P215-1

Section 4.4.4 contains revised text on this topic.

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas' residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would have the following impact:

- ✓ Result in both short and long term adverse impacts to the coast and its residents.
- ✓ Increase smog levels (affecting local residents, beaches and hiking trails).
- ✓ The building of 14 story high pollution spewing industrial towers. These towers will be brightly lit at night being a 24 hour eye sore. These towers could harbor the possibility of a 14 mile wide explosive flash fire, due to an accident or terrorist attack.
- ✓ Lines of support ships will forever be apart our new horizon.
- ✓ Will be visible from all elevations in Malibu from downtown Malibu all the way to Port Hueneme.
- ✓ Will require a "security zone" of 2.3 miles around it, in order to protect from terrorism, accidents, etc.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California, will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,



Vanessa Boland and James Boland

P215-1

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

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Sincerely,



EMMA BORDE
5806 Deerhead Rd
Malibu, CA 90265

From: RonGin Bottorff [bottorffm@verizon.net]
 Sent: Thursday, April 13, 2006 1:44 PM
 To: BHPRevisedDEIR@slc.ca.gov
 Subject: BHP Proposal

The BHP Proposal to put a floating regassification port off the coast of Oxnard presents definite health and safety hazards to this community and to the ocean ecosystem. Further, the Environmental Impact Report documents that the Billiton LNG Terminal would be the biggest air polluter in all of Ventura County. Appropriate studies have never been done to prove the need for this terminal, and in fact there is no credible evidence to show that California needs this source of energy. It is vital that EVIDENTIARY HEARINGS be held to establish the true facts relative to the need for this terminal.

Ron Bottorff
 660 Randy Drive
 Newbury Park, CA 91320

V005-1

Section 4.2 and Appendix C contain information on this topic. Sections 4.7.4 and 4.18.4 discuss potential impacts to marine life and water quality.

V005-2

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

| V005-1

| V005-2

| V005-3

| V005-4

V005-3

Section 1.2.3 contains updated information on natural gas needs in California. Forecast information has been obtained from the California Energy Commission.

V005-4

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

HACKERBRALY, LLP *Attorneys and Counselors at Law*
26650 The Old Road / Suite 201 / Valencia, CA 91381 / Phone: (661) 259-6800 / FAX: (661) 259-6836

April 17, 2006

VIA FACSIMILE, EMAIL & U.S. MAIL

Fax No. (916) 574-1885

BHPRevisedDEIR@slc.ca.gov

Mr. Dwight Sanders
California State Lands Commission
Division of Environmental Planning and Management
100 Howe Avenue, Suite 100-South
Sacramento, California 95825-8202

Re: Cabrillo Port LNG Terminal
State Clearinghouse No. 2004021107

Mr. Sanders,

As a member of the Santa Clarita Valley Chamber of Commerce and a local attorney involved in a wide range of practice areas, including land use, I appreciate the work that the State Lands Commission has put forth into evaluating the safety, environmental impacts and viability of the offshore LNG facility, Cabrillo Port.

With the recently revised draft environmental impact report, it appears that issues raised at previous public hearings have been sufficiently addressed. Therefore, it is time to move this project forward.

California needs a ready supply of clean-burning and efficient natural gas to keep up with growing demand. LNG is a step in the right direction. We know that LNG can be safely converted to natural gas and delivered directly into a gas utility's pipeline system. Having a facility like Cabrillo Port will increase available gas supply and act as a competitive balance to moderate prices of natural gas transported to California from other areas.

I'm pleased that the revised draft EIR has been significantly changed in response to public comments, with more data and additional information regarding biological resources, endangered species, oak trees, and other issues. I'm also pleased that the report addresses the local impacts on natural gas pipeline construction in Santa Clarita.

V057-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V057-1

*Mr. Dwight Sanders
California State Lands Commission
April 17, 2006
Page 2 of 2*

Most importantly, the draft EIR shows that the project is environmentally sound and can be safely operated.

The state needs additional sources of natural gas. LNG can meet the growing demand. It's time to get Cabrillo Port permitted so it can operate as soon as possible. Thank you for your consideration.

Sincerely,

Hunt C. Braly

HCB/ilm

From: JwesleyB@aol.com
 Sent: Monday, April 24, 2006 12:36 PM
 To: BHPRevisedDEIR@slc.ca.gov
 Subject: Comment on LNG Proposal

I am writing to register my opposition to the liquid natural gas platform proposed for installation in the Santa Barbara Channel. Not only does the State of California not need this project, building this plant will set back the state's well-conceived plan to reduce our state and nation's dependence on imported and domestic fossil fuel. Energy conservation and renewable sources of energy can provide us with the energy we need without the environmental risks, infrastructure costs, and increased dependence on foreign energy sources involved with this LNG project.

We do not need this project. Building it will detract from the more sensible and long-range solutions proposed by Governor Schwarzenegger. The governor's plan is a long-range solution; the LNG plant is short term distraction that invests our resources in a finite, rapidly depleting energy source at great risk to the environment generally and to the South coast specifically. The proposed LNG pipeline runs through a seismically active zone in a populated area.

The plant itself, sitting in the middle of the Santa Barbara Channel, is an ideal target for terrorists, vulnerable to attack from the air, the sea, and below the surface of the sea.

I support expansion of climate-safe renewable energy sources like wind, solar, geothermal and biomass. Such sources will increase our energy independence, reduce greenhouse gases, and curtail our reliance on foreign energy supplies.

Please, do not permit the installation of the LNG plant anywhere off the California coast. It does not and it will not provide our state and its people with safe, clean, sustainable energy.

Yours sincerely,

J. Wesley Brown
 145 Vista de la Cumbre
 Santa Barbara, CA 93105

V025-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V025-2

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan. Section 1.2.3 contains updated information on natural gas needs in California. Forecast information has been obtained from the California Energy Commission.

V025-3

Section 1.2 discusses dependence on foreign energy sources.

V025-4

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

V025-5

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic hazards.

V025-6

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

V025-7

See the responses to Comments V025-2, V025-3 and V025-4.

From: JwesleyB@aol.com
 Sent: Tuesday, April 25, 2006 8:39 PM
 To: BHPRevisedDEIR@slc.ca.gov
 Subject: LNG Comment

145 Vista de la Cumbre
 Santa Barbara, CA 93105
 April 25, 2006

Dear

I am opposed to the establishment of a liquefied natural gas (LNG) terminal anywhere off the coast of our state. There are two basic reasons (which are not exclusive of many more well-founded "local" objections) for my opposition:

1. Continuing to burn fossil fuels is destructive of the health of individuals and of the earth itself. It causes both global warming and the dimming of the amount of sunlight that reaches our planet.

2. We have energy alternatives, starting with conservation and including clean sources such as wind and solar.

How we can even consider a proposal to continue blindly down the road to the destruction of the earth as we know is beyond my understanding! Proponents of this ill conceived proposal to build this LNG terminal say that the port "will not be established if there is no market for LNG."

The government of California must see to it that conservation and clean energy sources are strongly encouraged, with financial incentives, low cost state loans, and any other tools which will -- without any more delay -- END our use of fossil fuels! We'll have to make the change, anyway, when fossil fuels run out. With the life of the planet in the balance, NOW, now it the time to make the change.

Sincerely yours,

Kathiann Brown

V029-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V029-2

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures. Sections 4.6.1.4 and 4.20.3.6 discuss Project emissions of greenhouse gases.

| V029-1

| V029-2

| V029-3

V029-3

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

| V029-4

V029-4

See the response to Comment V029-3.

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
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There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,



Kim Brown
6847 WILDLIFE RD
MALIBU, CA 90265

Life time Resident
of Malibu

From: Cliff Brown [cbrown@aspenhelo.com]
Sent: Friday, May 12, 2006 10:58 AM
To: BHPRevisedDEIR@slc.ca.gov
May 12, 2006

Dwight E. Sanders
California State Lands Commission,
100 Howe Avenue, Suite 100-South,
Sacramento, CA 92825- 8202
BHPRevised DEIR@slc.ca.gov

Subject: Revised Draft Environmental Impact Report for the Cabrillo Port
Liquefied Natural Gas Deepwater Port
Docket No. USCG 2004-16877
California State Clearinghouse No. 2004021107

Dear Mr. Sanders,
 I am very concerned about the potential Impacts on the City and surrounding community of Oxnard in relationship to the terrestrial pipeline effects. I have lived in Oxnard for over 12 1/2 years and many times I have smelled Natural Gas very strongly while driving through farmland areas east of the City. I have been told by the Southern California Gas Company that they are just venting to release built up pressure. I am sorry, I don't know what that means. However if there was a big dangerous leak, how would I know to be concerned if this odor is so common? I am concerned about a gas leak causing an explosion and fire.

Reference: The Proposed Center Road Pipeline route as shown on the map dated 2/16/2006 in Volume 1 of the March 2006 Revised Draft EIR , Alternatives 3.0 chapter, color map as figure 3.4-2 just before page 3-49.

If you follow north from the south coast on the map to "6.0" at Pleasant Valley Road and continue straight north to 5th Street (Highway 34), on the South east corner of Del Norte Blvd. and 5th Street (Highway 34) there is an Oil Refinery which produces Asphalt. The business is called "Oxnard Refinery" located at 3450 E. 5th St. Oxnard. There are trucks stopping to load quite often when I drive past. There is a lot of traffic on 5th Street (Highway 34) traveling both east toward Camarillo and turning north on Del Norte Blvd. toward the 101 Freeway. Both large trucks, smaller farm trucks, large passenger buses and many automobiles all use these roads. That intersection is approx. 1 1/2 miles north of Pleasant Valley Road. Following the map north from 5th Street on Del Norte Blvd. to Sturgis Rd. "8.0" on the map, (less than 1/2 mile) is MacValley Oil Company 100-200 N. Del Norte Blvd. (at Sturgis Rd.). MacValley Oil Company is a major filling station for the large trucks going to and from the Port as well as large passenger buses. MacValley Oil has been here many years. They have Diesel, Gasoline, Propane, C.N.G., Coolants and Lubricants.

P077-1

Impact PS-4 in Section 4.2.8.4 contains information on the potential for accidental or intentional damage to the onshore pipelines or valves carrying odorized natural gas.

P077-2

The design, construction, and operation of natural gas facilities are highly regulated; the U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration and the California Public Utilities Commission's Division of Safety and Reliability have jurisdiction over pipelines. Section 4.2.8 discusses the background, regulations, impacts, and mitigation measures for natural gas pipelines. Section 4.2.8.4 describes Project-specific valve spacing and design requirements.

Industrial land uses near pipelines would not be restricted with the implementation of these regulations.

P077-1

The proposed pipelines within Oxnard city limits would meet standards that are more stringent than those of existing pipelines because they would meet the minimum design criteria for a USDOT Class 3 location. Also, MM PS-4c includes the installation of additional mainline valves equipped with either remote valve controls or automatic line break controls. SoCalGas operates high-pressure natural gas pipelines throughout Southern California.

P077-2

P077-2 Continued

Between those two businesses, add a major leak in the new high pressure natural gas line and a spark or fire in the weeds along the railroad tracks which follows 5th Street (Highway 34) and has a RR crossing at Del Norte Blvd. and you have a possible explosion. The train tracks travels between Oakland, CA and San Diego, Ca. The Amtrak and the Freight Trains use these tracks many times a day. The Freight Trains carry everything even Hazardous Materials.

If that isn't bad enough, just east of the "Oxnard Refinery" on 5th Street (Highway 34) is a large oil field which stretches between Del Norte Blvd. and Wolff Road. There are many north to south rows of wells. There are also several on the north side of the RR Tracks in the same area.

I don't think this is a good idea to run these high pressure natural gas lines in this area. I would like you to study the route very carefully and find another location which is safer. If there is none safer then it would be better to enter land somewhere else.

Thank You for your consideration.

Sincerely,

Pat Brown
205 E. Driffill Blvd., #11
Oxnard, CA 93030

P077-2
Continued

P384

2006/P384

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

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Sincerely,


Cynthia Brunnick
4426 Vantage Ave
Studio City, CA 91604

From: jennifer buck [jenbuck100@yahoo.com]
 Sent: Friday, May 12, 2006 5:31 PM
 To: BHPRevisedDEIR@slc.ca.gov
 Subject: COMMENTS CABRILLO PORT

COMMENTS ON THE CABRILLO PORT DEIR

SAFETY:

The current DEIR fails to calculate the potential impacts and destruction that a true worst-case terrorist event involving all 3 storage tanks on the LNG terminal would cause. Including, how a tanker carrying hazardous material in the shipping lanes near the LNG terminal would be affected by a fire ball/explosion coming from the terminal. The report also doesn't state how the daily onshore winds which AVERAGE at about 10 MPH and in a worst case scenario could easily be blowing at 30 MPH would affect a 3 tank explosion.

In the event of a worst case scenario (3 tank release) and strong on shore winds, there would be no time to notify and respond to any tankers carrying hazardous materials in the nearby shipping lanes. An explosion from the terminal would also threaten other boats and mariners and marine wildlife with asphyxiation and burns from a natural gas fire or explosion.

The DEIR should also include under worst case scenarios the highest possible earthquake for the area and how that would effect the 21 mile pipeline if it were to occur at the same location.

AIR POLLUTION:

The current DEIR fails to calculate the area's daily onshore winds that would allow air pollution from the terminal and regasification tankers to travel directly at the coast. Cabrillo Port's operations would produce over 270 tons of smog pollution per year into the Ventura and Los Angeles air basins. This would aggravate human health problems.

With all of these pollutants blowing daily and directly onshore the Clean Air Act requires such large sources of pollutants to mitigate their emissions so that areas like Ventura and Los Angeles can achieve federal air quality standards.

Cabrillo Port would be operated by natural gas with a diessel backup. There is no way to monitor how much they would actually use the diesel backup system. Which would produce even more pollution to blow onshore.

In Ventura County alone, emissions from normal operation of the Cabrillo Port would give BHP Billiton the distinction of being the worst polluter by a factor of two over the county's current top emitter.

WATER POLLUTION-MARINE WILDLIFE:

The unacceptable location of BHP Billiton's floating terminal, just beyond the borders of the Channel Islands NP and Marine Sanctuary would have severe impact on one of the world's richest and most productive ecosystems. Cabrillo Port would intake 6.3million gallons of sea water per day and discharge it 30 degrees hotter than the ambient ocean temperature. The 2.3 billion gallons per year of intake and thermal waste would cause serious harm to the surrounding ecosystem, killing zoo plankton and small fish critical to survival of marine animals. These discharges would violate California State Water Quality Regulations as well as U.S. EPA'S ocean discharge criteria.

The LNG terminal will also discharge sewage, ballast water and thermal wastewater from regasification operations. Daily vessel traffic from Cabrillo Port also increases the liklihood of hazardous diesel, oil or sewage spills.

P086-1

NEPA does not require "worst-case analysis" but does require the agency to prepare a summary of existing relevant and credible scientific evidence and an evaluation of adverse impacts based on generally accepted scientific approaches or research methods. However, the Independent Risk Assessment (IRA) (Appendix C1) defines and evaluates representative worst credible cases (scenarios of events that would lead to the most serious potential impacts on public safety). These included accidents that would affect one, two, or all three tanks of the FSRU.

P086-1

P086-2

As shown in Tables 4.2-1, 4.2-2, 4.2-7, and 4.2-8, the release of the contents of all three tanks (the entire contents of the FSRU and an attending LNG carrier) is addressed in the escalation scenario associated with a large intentional event. Section 4.2.7.6 contains additional information on how intentional events are addressed. Although the 2006 U.S. Department of Energy's Sandia National Laboratories third-party technical review of the 2004 IRA found that the three-tank simultaneous release (a massive LNG release in a short time period) was not credible, Sandia recommended the consideration of a cascading (escalation) three-tank scenario.

P086-3

P086-4

P086-2

Table 4.3-1 contains information on the number and representative sizes of vessels transiting the Project area. The Independent Risk Assessment (IRA) contains an independent evaluation of potential collisions of vessels with the FSRU. The collision analysis conducted for the IRA included those ships capable of damaging the FSRU. Section 3.3.3 of the IRA contains information on the number and types of vessels known to be or anticipated to be in the Project area and the estimated frequency of ship collisions. Table 4.3-5 summarizes the risks of a ship colliding with the FSRU, as identified by the Applicant.

P086-5

P086-6

P086-7

Section 4.3.1.4 contains information on the safety measures that would be implemented to avoid collisions. As stated, "[a]ll Project vessels would be required to follow the International Maritime Organization's (IMO's) Convention on the International Regulations for the Prevention of Vessel Collisions at Sea. These rules govern the actions of all vessels in international waters and determine the actions a vessel must take to take to avoid a collision and for crossing traffic separation lanes." Section 4.3.2 contains information on other international treaties and standards; national laws/regulations; and local, port, or area-specific rules in place to prevent vessel collisions, groundings, and other accidents; allow for safe operations at port facilities; provide for the security of the United States; protect the environment; promote safety; and allow

enforcement of other applicable laws. Impacts MT-1, MT-2, and MT-3 in Section 4.3.4 contain information on impacts, including potential vessel collisions, from an increase in maritime traffic and congestion due to Project construction and operation and the presence of the FSRU and LNG carriers, and mitigation measures to address impacts.

The IRA evaluates the consequences of a potential vapor cloud (flash) fire, as discussed in Section 4.2.7.6 and the IRA. Section 4.2.7.2 and the IRA contain information on other LNG risk-related scenarios that were evaluated, including vapor cloud explosions and pool fires. Table 4.2-1 shows the maximum consequence distances from the FSRU that would result from an accident at the FSRU. As shown in Table 2.1-2, the distance from the proposed location of the FSRU to the closest point of the shipping channel is 2.06 NM (2.4 miles). As stated in Section 4.2.7.2, a vapor cloud explosion "would be confined to a local area." As stated in Section 4.3 of the IRA, "[p]ool fire hazards are not predicted to reach the coastwise shipping lane..." The IRA determined that the consequences of the worst credible accident involving a vapor cloud fire would encompass the shipping lane.

Figure 2.1-2, Consequence Distances Surrounding the FSRU Location for Worst Credible Events, depicts the maximum distance from the FSRU in any direction that could be affected in the event of an accident. The shape and direction of the affected area within the circle depicted in Figure 2.1-2 would depend on wind conditions and would be more like a cone than a circle. A methane fire would not behave as a single large fireball traveling with force, but instead an assemblage of many small fires whose ignition and duration would vary. Section 4.1.8.5 contains information on existing wind conditions at the offshore Project site. Section 2.3.5.3 of the IRA contains information on the environmental, meteorological and ocean conditions that were considered in the modeling of LNG spills and dispersion. Figure 1 in Appendix C of the IRA depicts how wind would affect the LNG dispersion process. As stated in Section 4.3 of the IRA, the "exposure time within the shipping lane occurs about 30 minutes after the initiating event, which could allow for notification and response. The exposure time within the shipping lane is for about another 30 minutes, until the vapor cloud dispersion falls below the lower flammability limit."

P086-3

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic

hazards.

P086-4

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

Section 4.1.8.5 contains information on meteorology and climate in the Project area, including average wind speed and direction. As discussed in Impact AIR-8 in Section 4.6.4, an ambient air impacts analysis was conducted using the Offshore and Coastal Dispersion Model to evaluate potential impacts on ambient air concentrations of pollutants at downwind locations in the Pacific Ocean and along the coast of California (see Appendix G7 for a summary of the analysis). As stated, "air quality analyses of criteria pollutants emitted from FSRU equipment and Project vessels indicates that the projected increases in the ambient concentrations of criteria pollutants would neither violate any applicable air quality standards nor contribute substantially to existing or projected air quality violations."

P086-5

The FSRU would be located outside of the current boundary of the Channel Islands National Marine Sanctuary (CINMS) and vessels associated with Cabrillo Port operations would not be expected to enter the CINMS. Sections 4.7.1.4, 4.13.2.2, and 4.20.1.5 discuss the potential expansion of the CINMS boundary, which is not proposed at this time. The boundary of the Channel Islands National Park is more than 17 NM away at its closest point on Anacapa Island. Table 2.1-2 contains additional information on distances from the FSRU to points-of-interests and the potential expansion of the CINMS. Sections 4.7.4, 4.15.4, 4.16.4, and 4.18.4 describe potential impacts on the marine environment and proposed mitigation measures to reduce those potential impacts.

P086-6

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. The previously proposed FSRU generator engine cooling system used seawater as the source of cooling water for the four generator engines. The Applicant now proposes using a closed tempered loop cooling system that circulates water from two of the eight submerged combustion vaporizers (SCVs) through the engine room and back to the SCVs, which reduces the seawater intake

volume by about 60 percent. The seawater cooling system would remain in place to serve as a backup system during maintenance of the SCVs or when the inert gas generator is operating. Section 2.2.2.4 contains a description of the proposed uptakes and water uses for the FSRU.

Section 4.7.4 contains information on uptake volumes and potential impacts of seawater uptake and discharge on marine biota, including ichthyoplankton from intake of seawater and, from thermal discharges of cooling water. The ichthyoplankton impact analysis (Appendix H1) includes both literature results and data from California Cooperative Oceanic Fisheries Investigations (CalCOFI) surveys. CalCOFI surveys have been consistently collected over a period of time and are the best scientific data currently available.

P086-7

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.3.1.3 contains revised information on the number of LNG carriers that would be expected to call on the FSRU per week. Section 2.1 contains information on the regulations that the LNG carriers must meet under Vessel Standards Certificates of Class including the International Convention for the Prevention of Pollution from Ships. "Wastewater Treatment and Discharge" in Section 2.2.2.6 contains information on the amount of gray water that would be discharged. Gray water would be discharged from the FSRU in accordance with a facility-specific NPDES permit issued by the USEPA. Section 4.18.2 contains information on the regulations with which the Applicant would comply to treat, discharge, and/or dispose of wastes and wastewaters. Section 4.18.4 contains information on potential impacts on water quality and mitigation measures to address such impacts.

Impact HAZ-1 in Section 4.12.4 and Impact WAT-1 and WAT-5a in Section 4.18.4 contain information on offshore Project impacts due to discharges of oil, petroleum, hazardous materials, or sewage.

Even though the LNG terminal would be located just outside the NP/Marine Sanctuary, there would still be severe impact on these protected treasures.

AESTHETICS:

Living on the beach on the Ventura ,Los Angeles county line there is no doubt the presence of the Cabrillo Port would also permanently change the visual character of the ocean view for the 10's of thousands of people who live here and frequent the beaches and the Santa Monica Mountains National Recreation Area. On clearer days which are very frequent in winter and can start as early as September, I can actually see individual plant life and geological detail on Anacapa Island which is approximately the same distance as Cabrillo Port would be to land. The DEIR under Aesthetics 4.5 lines 5 and 6 say "the FSRU would be seen, but would appear as a thickening on the horizon" is a false statement for a huge portion of the year. Living here for many years I can assure you throughout winter and parts of fall this 14 story industrial terminal will be visible in detail not only from coastal mainland but even more so on the Channel Islands National Park, especially Anacapa Island. People travel from all over to this area to get away from urban, industrial pollution. Being able to clearly see this terminal will adversely affect the aesthetics of this area.

I ask you to please protect the public's interests and safety and vote for the NO ACTION alternative.

This is an untested and untried dangerous project.

Please help keep it out of this unique area.

Sincerely,
Jennifer Buck

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

P086-8

P086-8

See the response to Comment P086-5.

P086-9

P086-9

Section 4.4 and Appendix F contain information on visual resources, impacts, and mitigation. Appendix F describes how visibility from various distances was evaluated and provides additional simulations prepared for viewpoints at elevated sites along the Malibu coastline and inland areas. Figure 2.2-1 shows the height of the structures above the loaded waterline, which is also discussed in Section 4.4.1.1.

P086-10

P086-10

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P086-11

P086-11

Section 2.1 contains information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU. The Cabrillo Port must be designed in accordance with applicable standards, and the U.S. Coast Guard has final approval. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies regulations that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. Impact EJ-1 in Section 4.19.4 addresses additional pipeline design requirements in areas of low-income and minority communities. The EIS/EIR's analyses have been developed with consideration of these factors and regulations and in full conformance with the requirements of NEPA and the CEQA.

P270

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

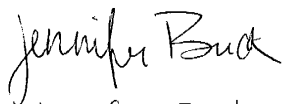
Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,



Jennifer Buck
11887 Ellise St. #4
Malibu, CA. 90265

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

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PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,



Erin Buena

37925 Barthorn St.

Palmdale ca 93552

From: Barbara Bullock-Wilson [barbbw@sonic.net]
Sent: Monday, May 08, 2006 7:56 PM
To: 'BHPRevisedDEIR@slc.ca.gov'
Subject: Oppose LNG terminal

Dear State Lands Commission Members,

As a third-generation Californian, concerned citizen, and Sierra Club member, I am writing to urge you to deny BHP Billions' offshore LNG project.

Thank you,
Barbara Bullock-Wilson
PO Box 2008
Santa Rosa, CA 95405

V048-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

| V048-1

V206

2006/V206

April 17, 2006

Mr. Dwight Sanders
California State Lands Commission
Division of Environmental Planning and Management
100 Howe Ave., Suite 100-South
Sacramento, CA 95825-8202
DELIVERED BY FAX 4-15 Fax: 916-574-1885

RE: Cabrillo Port LNG Terminal
 State Clearinghouse No. 2004021107

Mr. Sanders,

I am a longtime resident of Southern California and I am concerned about the future of natural gas prices. My gas bills this past winter were among the highest in recent memory.

I understand that the State Lands Commission is looking at the proposed Cabrillo Port LNG facility as a way of bringing in additional natural gas supplies. If this project will help to prevent gas prices from rising, then I'm all for it.

The state needs to make sure that families won't be forced to forgo heating their homes in the winter because of high natural gas prices. Please allow Cabrillo Port to be approved and permitted so we don't have to go through another year of high utility bills.

Thank you for your consideration.

Sincerely,

Gloria Burke

V206-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V206-1

To: The California State Lands Commission

From: Barbara Burnett
149 Mainsail Court
Port Hueneme, California 93041

Subject: Copy of oral remarks made at the hearing in Malibu, April 18, 2006

The reason I came here tonight was to get information, both pro and con. I have listened repeatedly to those who are NIMBY's and those whose philosophy is to not build anything anywhere anytime.

Is there a local environmental group that will be satisfied with any new energy project unless it comes from alternative energy? Well guess what, windmills kill birds, burning biomass causes air pollution and solar cells are made out of extremely toxic chemicals. Nothing is perfect! The final indignity is that all of these technologies together probable could not provide even a small fraction of this states energy needs. We are told to expect to add 20 to 25 million people to the population of this state in the next 25 years. How will they cook their food or heat their homes?

It is my understanding this project will be from 14 to 20 miles offshore and will have almost no visual impact on our communities. Yet we have people like Ozzie Silna and the Environmental Defense Center stating publicly on the record that they are going to do everything and anything to stop this project. Why? The EDC's motivation has to be the money that they will receive from lawsuit settlements and contributions from wealthy environmentalist.

Public Utilities Commissioner Michael Peevey has said "repeatedly" across the state that one of the driving factors behind the need for liquefied natural gas is that most new electric generators in California are being fueled by natural gas. We can't stick our heads in the sand and wait until there is a disastrous shortage of natural gas in order to "prove" the need for it. That is exactly what we did with electricity five years or so ago and look how badly that effected California. I just have to look at my last gas & electric bill to see that I am paying 48% more than I did last year and a few months ago I received notice from my utilities company to expect a 58% rise in costs this year. They are right on schedule with their estimates.

We need to be both realistic and rational about the fact that we need all of the energy we can get. Of course we need to work with the environmentalists to conserve and we need to be mindful of pollution and we need to protect the environment whenever possible. But our region needs energy, our state is still fresh from an energy crisis and we should not be dependant on foreign oil from the Middle East and other unstable parts of the world. One lesson we have learned from the tragedy of Hurricane Katrina is that what effects one part of our country affects the recourses of the whole country. For the good of the country and our state it is time to build again. That means a logical and sensible approach to bringing more energy on line. And this should include LNG.



V248-1

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

V248-2

Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts on air and water quality. Sections 4.7.4 and 4.8.4 discuss the Project's potential effects on the marine and terrestrial environments.

| V248-1

V248-3

Sections 1.2.2 and 1.2.3 contain updated information on natural gas needs in the U.S. and California. Forecast information has been obtained from the U.S. Department of Energy's Energy Information Agency and from the California Energy Commission.

V248-4

Section 1.2 discusses dependence on foreign energy sources.

V248-5

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

| V248-2

| V248-3

| V248-4

| V248-5

To: California State Land Commission

From: Kirk Burnett
247 Clara
Port Hueneme, Ca. 91011

Existing natural gas pipelines have been used for more than 40 years to deliver natural gas to California's homes. We need LNG to meet our growing needs and continuing needs. The pipelines will be state of the art and utilize proven technologies to detect and prevent leaks.

Cabrillo Port, under the Maritime Security Act, will be required to have a complete and comprehensive security plan approved by the US Coast Guard and the US Department of Homeland Security.

These proven technologies have the least possible environmental footprint, while at the same time meeting our needs.

V243-1

Chapter 2 and Sections 2.3.1, 2.3.2, 2.5.2, and 4.2.2 discuss this topic.

V243-2

Sections 4.2.2, 4.2.7.3, 4.2.7.4, 4.2.7.5, and 4.3.4 discuss this topic.

V243-3

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

| V243-1

| V243-2

| V243-3

Kirk SR

Enclosure

Attachment

Attachment

Attachment

Attachment

Attachment

Attachment

Attachment

Attachment

Attachment

Attachment

Attachment

Attachment

To: California State Land Commission

**From: Robert Burnett
149 Mainsail Ct.
Port Hueneme, Ca. 93041**

April 19, 2006

California produces only 15% of the natural gas it consumes. Where does the rest come from? Canada and the Southwestern US mainly. But the surplus from these places is shrinking daily. Sure, Californians can conserve a little more and use solar and wind power but that won't be enough to meet our insatiable demand for energy in the coming decades when our states population is expected to increase by millions of people. Population growth in neighboring states, Nevada and Arizona to name two, will also continue to increase. They'll need more energy too and we'll be pitted against each other in an upward price bidding war. We here in the Tri-county area have a unique opportunity to make sure the LNG project gets approved.

Robert Burnett

V244-1

Section 1.2.3 discusses this topic.

V244-2

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

V244-3

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

| V244-1

| V244-2

| V244-3

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

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Sincerely,

Heather Buscemi
43323 North St. West #22
Lancaster, CA 93534